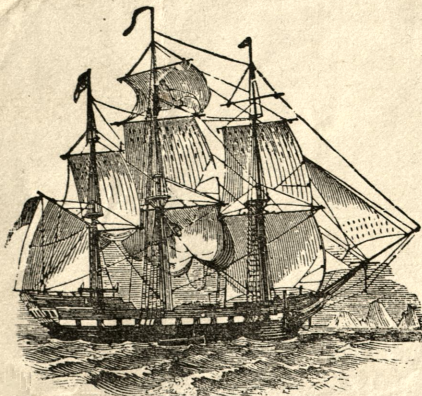


*union wharf*



C. F. Glover, Pr. 57 So. Market St.

**MARKS AND NUMBERS.**

*J R Ames*  
*Machias*  
*Me*

Shipped in good order and condition by **C. H. THOMPSON & CO,**  
on board the good *John* called the *Wiley*  
whereof ..... is Master for the present voyage, now lying  
in the PORT OF BOSTON, and bound for .....  
To SAY:

*1 Iron Pump*  
*1 Piece Pipe*

(The danger of the Seas only excepted,) .....

Dated at BOSTON,

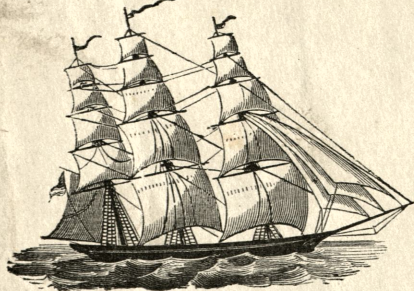
*May 1*

*1885*

*3*



Shipped in good order and condition by **W. A. WOOD & CO.**



on board the good *Sch* called the *Sarah*  
whereof ..... is Master for this present voyage, now lying in the  
Port of ..... and bound for *Machias*  
To SAY:

*Twenty (20) Bbls Oil*  
*One (1) " Naptha*

being marked and numbered as in the margin, and are to be delivered in like good order and  
condition, at the aforesaid Port of *Machias* (the danger of  
the Seas only accepted,) unto *J R Ames* or to  
Assigns, he or they paying Freight for the said goods

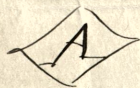
with *Primage and Average* accustomed.

IN WITNESS WHEREOF, the Master or agent of the said vessel hath affirmed to  
*3* Bills of Lading, all of this tenor and date; one of which being accomplished  
the others to stand void.

Dated at

*Bocton*  
*Aug 23 1888*

*J S Goss 84*



*5-25-*  
*84*  
*100*  
*7.09*











114  
cpe

$$\begin{array}{r} 25-34 \\ 20 \\ 10 \\ 5 \end{array}$$

$$\begin{array}{r} 90726 \\ 10 \\ 10 \\ 92726 \end{array}$$

$$\begin{array}{r} 141 \\ 40 \\ 5640 \end{array}$$

$$\begin{array}{r} 5578 \\ 5409 \\ 569 \\ 541 \\ 2276 \\ 2845 \\ 90726 \\ 569 \\ 5409 \\ 5578 \end{array}$$



John Jay

of

Hamastown

Thomas H. Chadwick

S.S. 3

4







Log Book Schooner Silver Spray  
Commanded

By Siras Chadwick Cushing Me

Log Book of Schooner Silver Spray  
Commanded

By Siras Chadwick

Cushing

Meine

H. S.

102 Bartlett st Charleston

Log Book Schooner Silver Spray  
Commanded

By Thomas G. Chadwick

Cushing

Silver Spray d. Remont. Maine

David



2nd day

JOURNAL, from Thomaston towards New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18																				
1						The Silas Sprag was launched May Saturday																						
2						the 25 <sup>th</sup> 1872 Came down the Cameroctia River																						
3						Saturday the first of Jan and Commenced loading																						
4						Lime in Thomaston Tuesday Jan the 4 1872																						
5																												
6																												
7						Jan Wednesday the 5 Finished loading and																						
8						Came down the River and																						
9						East and Storing																						
10																												
11						Jan Thursday 6 Morning Stormy wind &																						
12						PM dull and cloudy																						
1						got ready for Sea																						
2						Went to Sea wind light																						
3						and dull weather																						
4																												
5						do Saturday the 8 Wind Easterly baffling thick																						
6						weather																						
7																												
8						do Sunday the 9 Moderate and thick latter part																						
9						light wind and baffling																						
10						at noon by obs in 42 57 lat																						
11						at 8 PM thick at Cape Cod																						
12						threw the night thick weather																						
<table><tr><td>Course.</td><td>Distance.</td><td>Diff. of Lat.</td><td>Departure.</td><td>Lat. by D.R.</td><td>Lat. by Ob.</td><td>Variation.</td><td>Diff. of Lon.</td><td>Lon. In.</td><td>Lon. by Ob.</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>									Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.										
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.																			
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18																				
1						Jan Monday the 10 Strong wind from South																						
2						Cloudy some rain at 2 PM																						
3						past the Pollock light ship																						
4						and went on the Shoals strong																						
5						breeze South																						
6						at 4 anchored in Tarpolin																						
7						love																						
8																												
9						Jan Tuesday the 11 Got under way wind to NW																						
10						light and fair weather																						
11																												
12						Jan Wednesday the 12 Moderate and fair wind last																						
1						baffling at 2 PM past Gall																						
2						island light and proceeded up																						
3						the Sound in the evening a																						
4						heavy thunder tempest and squall																						
5						threw the night moderate																						
6																												
7						Jan Thursday the 13 Moderate and hot noon of full																						
8						island																						
9																												
10						Jan Friday the 14 Moderate wind SW at 3 PM																						
11						anchored at Backers island																						
12						took Steamer then the gates and																						
<table><tr><td>Course.</td><td>Distance.</td><td>Diff. of Lat.</td><td>Departure.</td><td>Lat. by D.R.</td><td>Lat. by Ob.</td><td>Variation.</td><td>Diff. of Lon.</td><td>Lon. In.</td><td>Lon. by Ob.</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>									Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.										
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.																			

unfired in Battle Creek & James of  
100 lb of sea heavy thunder bomb



## JOURNAL, from

Laying in

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18		
1	June		Saturday the	15		Wind Moderate and variable				
2						Laying in the Stream				
3										
4	June		Sunday the	16		Laying in the Stream Wind				
5						light from N E to S W hot weather				
6	5									
7	June		Monday the	17		Wind Moderate and variable				
8						Weather hot Engaged in selling				
9	5					up rigging				
10	1									
11	June		Tuesday the	18		Moderate and hot working				
12						on the vessel 7 P M hauled				
1	9					in to Discharge				
2										
3	June		Wednesday the	19		Discharged 200 bbls of lime				
4						Weather Moderate and hot				
5	7					5 P M Sailed under way and				
6	3					went to Goanus Creek				
7	8									
8	June		Thursday the	20		Weather Moderate and hot				
9						Discharged 450 Casks of lime				
10										
11	June		Friday the	21		Morning rainy then the day fair				
12						and hot finished Discharging				
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18		
1	June		Saturday the	22		Wind N E hot weather				
2						Towed down the Creek				
3						and went to Butler's mill				
4						Channel				
5										
6	June		Sunday the	23		Wind East and fair weather				
7						Laying in the Stream				
8						Wind S E S W S				
9	June		Monday the	24		Wind Easterly and dull				
10						5 P M Started for Newburg				
11						after Cement for Boston				
12										
1	June		Tuesday the	25		Wind Easterly and Rainy				
2						at 5 O'clock P M anchored				
3						in Newburg				
4										
5	June		Wednesday the	26		Wind N E dull weather took				
6						799 Bbls of Cement				
7										
8	June		Thursday the	27		Wind S E fair took in 271 Bbls				
9						finished loading at 10 O'clock				
10						at 1 P M and left for down				
11						the River				
12										
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

## towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	June	Friday	the	28		Wind S fair weather		
2						working down the River		
3								
4	June	Saturday	the	29		Calm and hot at anchor		
5						to Staten's land at 5 o'clock		
6						Went out past Sandy Hook		
7						at 8 P.M.		
8								
9	June	Sunday	the	30.		Wind light and fair weather		
10						at 10 o'clock of the Fort's land		
11						lighthouse bore north		
12								
1	July	Monday	the	1		Wind light westerly fair		
2						weather at 10 A.M. up north		
3						Bloom's land at 1 P.M. went		
4						thru the Sound		
5								
6	July	Tuesday	the	2		Wind N.W. at 3 morning past		
7						the Pollock's light		
8						thru this day wind variable some fog		
9						at 10 past Boston light and anchored		
10						of the Fort at 3 morning		
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, July 3	day of	18
1	July	Wednesday	the	3		Got under way and went to		
2						town and anchored on the flats		
3						at 8 o'clock weather overcast		
4						and calm 1 P.M. 5 o'clock		
5						hauled in to the wharf		
6								
7	July	Thursday	the	4 <sup>th</sup>		A.P.M. fair and hot P.M. a heavy		
8						thunder tempest with wind and		
9						rain		
10								
11	July	Friday	the	5		Wind west fair weather		
12						Discharged 1070 lbs of		
1						Cement and left for		
2						Thomaston at 8 P.M.		
3								
4	July	Saturday	the	6		Wind 8 A.M. light east P.M. SW		
5						Moderate and fair weather		
6						at 10 evening Anchored in		
7						Maple's Cove Cushing		
8	July	Sunday	the	7				
9						Got under way and went up		
10						to Thomaston mid S.W.		
11						and Clear		
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Thomaston

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18		
1	July		Monday	th	8	Winds N.E. and clear took				
2						out Ballast got ready for loading				
3										
4	July		Tuesday	th	9	Wind S.W. commenced loading				
5						with lime for New York				
6										
7	July		Wednesday	th	10	Wind S.W. finished loading				
8						with 13.00 barrels on board				
9										
10	July		Thursday	th	11	Wind still S.W. and clear				
11						cleared up decks got ready for sea				
12										
1	July		Friday	th	12	Wind S & W layed to an				
2						anchor in the Cape gun cove				
3	July		Saturday	th	13					
4						Got under way Winds N.W.				
5						and went to sea				
6										
7	July		Sunday	th	14	Off Wood Island calm and				
8						hot Sunday night made				
9						Thatcher Island lights wind S				
10										
11	July		Monday	th	15	Wind S.W. thick & fog. At 10				
12						P.M. cleared away made Cape Cod 2 bells				
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18		
1	July		Tuesday	th	16	Laying off Chatham lights				
2						to anchor wind S.W. blowing				
3						fresh and thick fog				
4										
5	July		Wednesday	th	17	Got under way wind W.S.W.				
6						worked up over the shoals anchored				
7						of vineyard haven thick fog				
8										
9	July		Thursday	th	18	Got under way still thick				
10						wind N.E. 3 P.M. off Sw & Keys				
11						light ship calm and thick				
12										
1	July		Friday	th	19	Off Block Island calm and				
2						thick through the night stood				
3						in made watch Hill wind N by W				
4										
5	July		Saturday	th	20	Wind S.W. through the night				
6						off Bartlett light ship at sun set				
7						P.M. at sun rise at 10 off				
8						evenasion rocks at 9 A.M. took				
9						steam through the gates 12 P.M.				
10						anchored in Butter Milk Channel				
11						6 P.M. hauled in 44 Recks & Mandells				
12						Boat of 48 streat to discharge				
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Thomaston

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	July		Sunday	th	21	Wind S.W. very hot laying		
2						foot 48 street		
3								
4	July		Monday	th	22	Wind N.W. blowing fresh		
5						lying at 48 street discharged		
6						five hundred and ninety three		
7						Bbls of Linn		
8								
9	July		Tuesday	th	23	Light winds S.W. very		
10						moderate and hot discharged		
11						two hundred and eleven Bbls		
12						Linn		
1								
2	July		Wednesday	th	24	This day commences with rain		
3						wind S.W. very light 12 P.M.		
4						wind N.W. blowing fresh discharged		
5						the balance of cargo four hundred &		
6						ninty four Bbls 3 P.M. hauled		
7						in at Pier 6 to load with coon for		
8						Newburyport Mass.		
9								
10	July		Thursday	th	25	Put on board 6400 Bushells Corn		
11						Went to sea at 11 A.M. Wind W		
12						at 5 P.M. wind changed to S.		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	July		Friday	th	26	Four O'clock P.M. Wind S.E. strong		
2						at six P.M. abreast of fire Island light		
3						blowing heavy & thick at 8 P.M.		
4						blowing a gale wind S.E. thick		
5						and raining at 10 P.M. under close		
6						reefs sails blowing heavy leaking		
7						400 strokes per hour 12 A.M. with		
8						E still blowing off Montauk Point		
9						ship and stood off shore thick		
10						and a heavy sea running. At		
11						2 A.M. wind begin to moderate		
12						at 4 A.M. wind N.E. and moderate		
1						with a heavy sea laying under		
2						close reef mainsail still leaking		
3						at 6 A.M. made sail and stood off		
4						shore cleared away Montauk light		
5						bow north stood off all night		
6						with heavy sea morning 3 O'clock		
7						wind carried to the westward shaped		
8						course for Gay Head N.E. by N		
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

## towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	July Saturday 27					Wind N.W. and Clear at 3 P.M.		
2						off Gay head at 8 A.M. off vineyard		
3						Boven calm		
4								
5	July Sunday 28					At sunrise off Cross rip light		
6						Ship wind N.E. & at noon		
7						becalm'd on the shoals at 1 O'clock		
8						Brewed up wind south at 8 O'clock		
9						in the evening off Housett lights		
10								
11	July Monday 28					At sunrise 4 miles from Thatches		
12						Island very moderate at 2 O'clock		
1						off Newburyport Bar waiting for		
2						a Pilot wind easterly with thunder		
3						and rain at 5 O'clock to an		
4						anchor in Newburyport		
5								
6	July Tuesday 30					Wind at N.W. hauled in to		
7						discharge to J. M. & E. Knight		
8								
9	July Wednesday 31					Wind N.N.E. and clear discharged		
10						6400 Bushels Corn in good order		
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	August Thursday 1					Laying in Newburyport		
2						waiting for a wind to go to sea		
3						4 O'clock in the afternoon left		
4						the wharf with a Pilot on board		
5						wind S and clear		
6								
7	August Friday 2					At sunrise off Wood Island Wind		
8						N very light At noon off Cape		
9						Elizabeth calm At 6 O'clock off		
10						Penney's Point Wind S and		
11						overcast		
12								
1	August Saturday 3					Laying to anchor in maple		
2						grove above wind N.E. and strong		
3								
4	August Sunday 4					Got under way and started		
5						for Thomaston. Calm and hot		
6						drifted back on the ebb tide		
7						and anchored again		
8	August Monday 5					Wind S.W. made sail for Thomaston		
9						afternoon blowing Fresh S.W.		
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

## towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	August	Tuesday	th	6		Wind S W all hands inboard		
2						in painting and setting up rigging		
3								
4	August	Wednesday	th	7		Wind S. W. and overcast		
5						laying waiting for a load		
6								
7	August	Thursday	th	8		Wind still S. W. very moderate		
8						commenced loading Teak in 500 Bbls		
9								
10	August	Friday	th	9		Wind S and clear finished		
11						loading 1275 Bbls on board		
12								
1	August	Saturday	th	10		Wind S. W. and cloudy cleared		
2						up decks got ready for sea		
3								
4	August	Sunday	th	11		Wind N E got under way came		
5						down the river waiting for a crew		
6								
7	August	Monday	th	12		Wind E very moderate and		
8						thick a fog		
9								
10	August	Tuesday	th	13		Calm and thick fog with showers		
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1	August	Wednesday	th	14		Wind S. E and fog laying		
2						waiting for a chance to sail		
3								
4	August	Thursday	th	15		Wind E still thick a fog		
5						and moderate		
6								
7	August	Friday	th	16		Got under way sailed for sea		
8						Wind E and cloudy off Manhattan		
9						at 12 O'clock shaped course for Cape Cod		
10						thick through the night and rainy		
11								
12	August	Saturday	th	17		Wind S and thick a fog		
1						in the morning at 8 O'clock		
2						made minute ledge light		
3						cleared away. Wind shifted		
4						to the S. W. blowing fresh		
5						at 3 O'clock blowing heavy		
6						anchored under high land light		
7								
8	August	Sunday	th	18		Got under way at 4 O'clock		
9						in the morning Wind N very light		
10						Calm in the afternoon went on		
11						the shoals at 10 O'clock in the		
12						evening wind S. W. and thick		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Thomaston

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 19 day of August 1872				
1						This 24 Hours begins with clear weather wind S.W. beating over Nantucket Shoals at 11 P.M. passed Vineyard Haven at 6-30 P.M. Passed Sound light ship, light breezes westerly and strong				
2										
3										
4										
5										
6										
7										
8										
9										
10						August 20/72 Clear weather N.E. at 7 A.M. passed Point Judith				
11						at 11 A.M. passed Little End and E.N.E. light				
12										
1						August 21/72 This 24 hours begins with fair weather and light Easterly, at 5 P.M. came to anchor in Glen Cove calm all night				
2										
3										
4										
5										
6										
7						August 22/72 This 24 hours begins with fine weather, wind W.S.W. at 8 o'clock A.M. got under way at 12-30 took steam tug Gratitude and towed through the gates at 5 P.M. come to anchor at 7 squally				
8										
9										
10										
11										
12										
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Friday 23 day of August 1872				
1						This 24 hours begins with fine weather wind S.W. at 8 o'clock A.M. took steam tug Gen Mc Candless and docked at 8 P.M. discharged four hundred seventy six Casks fine				
2										
3										
4										
5										
6										
7						August Saturday 24 - took steam tug at 8 o'clock A.M. to change berth down to 14 Street this day discharged 56 Casks fine				
8										
9										
10						August Sunday 25 This 24 hours begins with fair weather wind westerly, laying at the foot of 14 Street				
11										
12										
1						Monday 26 This day fine Discharged 746 Casks fine at Pier 14 East River				
2										
3										
4						Tuesday 27 This day fine weather wind S.W. at 8 o'clock in the morning got under way sailed down to Governors Island there come to anchor at 3 P.M. took steam tug Spray towed up to Hoboken to load Coal for Baltimore Md				
5										
6										
7										
8										
9										
10										
11										
12										
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Hoboken N.J.* towards *Waldoboro Me.*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>Medno</i> day of	18
1			<i>August Wednesday 28</i>				
2							
3							
4							
5							
6			<i>August Thursday 29</i>				
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2			<i>August Friday 30</i>				
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7			<i>August Saturday 31</i>				
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>Sunday</i> 1 day of <i>September</i> 1872
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

## towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Sunday 8 day of September 1872
1						This day first part fair weather at 5 P.M.
2						showers with Thunder
3						
4			Sept Sunday 9			This day fair weather wind N, discharged 30
5						tons Coal
6			Sept Tuesday 10			This day finished discharging, Coal, cleared to
7						deck up ready to go down River
8						
9			Sept Wednesday 11			Lay all this day waiting a chance down
10						River Wind S by E, Cloudy
11			Sept Thursday 12			This day the same laying at the wharf waiting
12						a chance down river Wind S Cloudy
1			Sept Friday 13			Fresh Gale from S.W. Cloudy still laying
2						at the wharf in Waldoore waiting, a chance down
3						River
4			Sept Saturday 14			The wind S Stormy waiting a chance down
5						River
6			Sept Sunday 15			This day begins with fair weather wind N.W.
7						at 8 A.M. got under weigh at Waldoore and
8						sailed for Thomaston, at 11 P.M. come to anchor
9						in Cutlers cove, Calm and showery
10			Sept Monday 16			This day begins with fresh gales N.E. with
11						frequent showers of rain all through the day
12						lay at anchor all day in Cutlers cove

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Tuesday 17 day of September 1872
1						This day begins with light N.E. winds drizzling
2						rains at 10 o'clock A.M. got underway and beat
3						up River at 10 o'clock A.M. got to the wharf
4						at Thomaston, took in 426 Casks Shime
5			Sept Wednesday 18			This day Easterly winds with fog, took
6						in cargo at 5 o'clock P.M. finished loading
7						took in this day 864 Casks Shime 12.90
8						
9			Sept Thursday 19			This day begins with E.S.E. winds rainy
10						all hands employed in clearing up decks
11						and making ready for sea, at 4 o'clock P.M.
12						got underway sailed down river at 6
1						P.M. anchored in Knapjaise,
2			Sept Friday 20			This day begins with wind N.W. Squally
3						weather lay all this day waiting for
4						crew to come
5			Sept Saturday 21			This day begins with clear weather wind
6						N.W. by W at 11 o'clock A.M. got underway
7						proceeded to sea, at 4 o'clock P.M. passed
8						Pumpkin Rock from that shape our
9						course S.W. by S
10			Sept Sunday 22			This day light S.W. winds fair weather
11						stood to the westward all day until 6 o'clock
12						P.M. made Cape Ann, tacked ship stood off S.W.

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Thomaston

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Monday 23 day of September 1872			
1						This 24 Hours begins with light breeze			
2						At 11 o'clock A.M. come to anchor on			
3						Pantheret Shoals to wait for the tide to			
4						change, at 3 P.M. got underway light			
5						verible winds from N.E. to E. fair weather			
6						This 24 Hours begins with light winds from			
7						S.E. cloudy at 7 o'clock A.M. passed			
8						Vingardson light ship at 9 A.M.			
9						passed Little Bull, thick fog all night			
10									
11						Sept. Tuesday 24			
12						This 24 Hours begins with light winds			
1						from S.E. foggy at 7 o'clock A.M. cleared			
2						up made the Sand Talkiners Island			
3						bearing. At dist 8 miles at 12 M. fresh			
4						breezes S.E. cloudy, at 4 o'clock P.M. come			
5						to anchor in Heart Island Harbour			
6						Sept. Thursday 26			
7						This 24 Hours begins with fresh gales			
8						from S.S.E. with rain squalls at 1 o'clock			
9						in the morning got underway beat up			
10						to City Island come to anchor to wait for			
11						Tug Boat, at 3 P.M. took steam tug Genl.			
12						McCandless and towed up to anchorage			
						at 7 P.M. come to anchor in Buttermilk			
						Channel			
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Friday 27 day of September 1872			
1						This day begins with light verible			
2						winds with rain showers and foggy			
3						at 4 o'clock P.M. took steam tug Genl.			
4						McCandless and docked			
5						Sept. Saturday 28			
6						This day fair weather, lying at the			
7						dock all hand employed in ship duty			
8						Sept. Sunday 29			
9						This day begins with fresh gales S.E.			
10						cloudy, still lying at the dock Brooklyn			
11						Sept. Monday 30			
12						This day fair weather discharged 550 casks			
1						Sime to Garrows & Co. Brooklyn			
2						October Tuesday 1			
3						This day fine weather fresh breeze S.E.			
4						discharged 190 Casks Sime in the morning			
5						At 10 o'clock took tug boat A.P. Carter			
6						over to 14 St. East River, and had to wait			
7						the rest of the day for a berth			
8						October Wednesday 2			
9						This day begins with fair weather fresh			
10						breeze N.W., at 4 o'clock P.M. finished			
11						dischargings, took out this day 424 Casks			
12						Sime,			
1						Oct Thursday 3			
2						This day begins with light verible			
3						winds cloudy, at 4 o'clock P.M. took tug			
4						Genl. McCandless towed to Newhaver, at			
5						7 o'clock went into tow and towed to			
6						Round out to Good Cement for Boston			
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

towards

Roundout Boston

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Friday, 4 day of October 1872
1						This day begins with fair weather and fresh breezes N.W. still towing up North River, at 4 o'clock P.M. cast off from tow Boat usage at Roundout
2						
3						
4						
5						
6			October Saturday 5			This day begins with light breezes S.W. Cloudy, took in accords of 11.00 Casks of Cement at 5 P.M. took steam tug Blue Stone and towed into the Stream to anchor
7						
8						
9						
10						
11						October Sunday 6 This day begins with Cloudy weather light winds S.W. got underway at 4 o'clock A.M. worked down River at 2 P.M. anchored again
12			October Sunday 6			
1						
2						
3						
4			October Monday 7			This day begins with fresh gales S.E. Cloudy at 5 o'clock A.M. got underway beat down River all this tide at 3 o'clock P.M. anchored to water the tide, at 6 P.M. equally with heavy showers of rain during the first part of the night
5						
6						
7						
8						
9						October Tuesday 8 This day begins with fair weather wind N.W. at 6 A.M. got underway sailed down river, at 8 P.M. anchored in Buttermilk Channel
10			October Tuesday 8			
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, Wednesday day of October 1872
1						This day begins with fine weather wind N.W. at 9 o'clock A.M. took Tug Boat Caffagete and towed through Hell Gates, at 12 M. made sail and cast off from Tug Boat, and proceeded down the Sound
2						
3						
4						
5						
6			October Thursday 10			This day begins with fresh gales S.W. fair weather at 9 o'clock A.M. passed Little Gull, at 2 P.M. passed Vineyard Sound light ship, at 5, 15 P.M. passed Vineyard Haven, at 9 o'clock in the evening passed Pollock ship light ship, took squall from N.W. with rain, squally all night
7						
8						
9						
10						
11						October Friday 11 This day begins with fresh gales N.W. at daylight wore ship, set double reefed mainsail stood to the westward at 4 o'clock made the land at 9 o'clock came to anchor under Chatham, lay there all that day blowing heavy
12						
1						
2						
3						
4						October Saturday 12 This day begins with light westerly winds at 6 o'clock in the morning got underway at 8 o'clock A.M. calm and clear, calm the rest of the day until 5 o'clock P.M. then light winds from South, at 9 o'clock P.M. passed Cape Cod Light
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from							towards		
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18	
1			October	Sunday	13	This day begins with fresh gales S.E.			
2						Cloudy at 10 o'clock A.M. come to anchor under			
3						East Boston blowing heavy at 3 P.M. strong			
4						gales S.E. with Rain, which lasted through			
5						the night			
6			October	Monday	14	This day begins with light N.W. winds			
7						cloudy, at 8 o'clock A.M. took tug boat			
8						glide towed to Charlestown Bridge, dropped			
9						through three this tide			
10			October	Tuesday	15	This day fair weather, discharged 2,500			
11						Casks of Cement			
12			October	Wednesday	16	This day begins with Cloudy weather wind			
1						S.W. fresh breeze dropped up through two			
2						Bridges, lay all this <sup>day</sup> not water enough			
3						to dock with			
4			October	Thursday	17	This day begins with fair weather			
5						and Calm at noon docked and			
6						discharged 600 Casks Cement			
7			October	Friday	18	This day Calm Cloudy weather, finished			
8						discharging, and commenced to drop			
9						through Bridges,			
10			October	Saturday	19	This day begins with Calm Cloudy weather			
11						dropped down through five Bridges at 8 o'clock			
12						made sail wind N.W. at 12 anchored in Cape			
						ann for Charlestown			
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18	
1			October	Sunday	20	This day begins with fresh gales from			
2						N.W. clear weather laying in Gloucester			
3						Harbour bound for Thomaston, at 10 o'clock			
4						P.M. got underway, at 12. Midnight passed East			
5						Point			
6			October	Monday	21	This day begins with light winds N.W.			
7						fair weather, at noon wind S.W. passed			
8						Cape Elizabeth, at 5 o'clock P.M. passed			
9						Franklin Island, at 12 midnight come			
10						to anchor under Stone's Point			
11			October	Tuesday	22	This day begins with fine Calm weather			
12						at 11 o'clock A.M. got underway with light			
1						winds S.W. bound to Thomaston, at 2 P.M.			
2						docked			
3			October	Wednesday	23	This day fair weather took in 1050			
4						Casks Lime			
5			October	Thursday	24	This day fair weather, at 10 A.M. finish			
6						loading 1250 Casks Lime the rest			
7						the day clearing up decks making			
8						ready for sea			
9			October	Friday	25	This day begins with Calm fair			
10						weather at 10 A.M. took Boat			
11						ahead to tow down River got on			
12						the flats at 3 P.M. got to the wharf			
						again			
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Thomaston

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	1872	
1			December Monday 16			This day begins with calm Cloudy weather at 2 A.M. got under way took head tide come to anchor at 2 P.M.			
2						at 12 M. got underways with light variable wind southerly, cloudy, at 4 P.M.			
3						Gay Head bore E. shut down thick Snow when we bore up for Vineyard sound			
4						at 7.30 come to anchor in Menemsha Bite with strong gales N.E. with Snow and Rain			
5			December Tuesday 17			at 4 o'clock midnight wind chopped in W.M. got underway, sailed across to Larpoland Cove at 2 A.M. come to anchor, at 9 A.M. got underway / proceed to sea, wind N.W.			
6									
7			December Wednesday 18			This day begins with wind E.N.E. cloudy at 2 A.M. passed Little Gull light at 10 A.M. fresh gales E.N.E. set in thick Snow, at 2 P.M. heard steam whistle on Eaton's neck which we took for guide up the sound, at 6-15 P.M. come to anchor in Heart Island Harbour still thick weather			
8									
9			December Thursday 19			This day fair and calm weather at 9 A.M. took tug Boat Belle towed to New York at 2 P.M.			
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
									come to anchor in Hattermilk Channel
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	1872	
1			December Friday 20			This day begins with strong gales N.E. with snow and rain, at 8 A.M. took steam tug Genl. Mc Candless towed to Wallabout Creek, at 10 A.M. held up raining, discharged line the remainder this day to Burroughs			
2									
3			December Saturday 21			This day begins with fine weather, at 3 P.M. finished discharging line,			
4			December Sunday 22			This day begins with strong gales N.E. with snow, at 8 A.M. cleared up, fine weather the rest of this day wind N.W. lay all this day at the wharf in Wallabout Creek Brooklyn			
5									
6			December Monday 23			This day begins with wind S.W. Cloudy at noon fair weather, lay all this day at the dock in Wallabout Creek			
7									
8			December Tuesday 24			This day begins with strong gales N.W. cloudy and cold at 1 A.M. took tug Boat Genl. Mc Candless towed from Wallabout Creek to Elizabethport to load with Coal for Boston at 3 P.M. finished loading,			
9			December Wednesday 25			This day begins with fair weather light winds N.W. lay all this day at Elizabethport froze in the Ice			
10									
11									
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Elizabethport* towards *Boston*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	1872
1			<i>December Thursday 26</i>			<i>This day begins with strong gales N.E. with heavy snow storm which lasted all day.</i>		
2								
3								
4			<i>December Friday 27</i>			<i>This day begins with winds N.W. cloudy, shoveled snow of decks, and lay all this day in the ice,</i>		
5								
6								
7			<i>December Saturday 28</i>			<i>This day begins with fine westerly winds at 4 A.M. commenced to break ice to get out the Dock, but had to lay in the dock all this day not being able to get through the ice.</i>		
8								
9								
10			<i>December Sunday 29</i>			<i>This day begins with light southerly winds cloudy, lay all this day in the ice, at the wharf</i>		
11								
12								
1			<i>December Monday 30</i>			<i>This day moderate variable winds, cloudy lying all this day at the dock frozen in the ice.</i>		
2								
3								
4			<i>December Tuesday 31</i>			<i>This day begins with snow and rain with light variable winds</i>		
5								
6								
7			<i>January Wednesday 1/73</i>			<i>This day light variable winds pleasant weather, ice still making,</i>		
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
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11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Rockland

towards

Richmond

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 20 day of March 1873
1				N.E.		This day commences with
2						Light Winds and cloudy weather
3						at 10 A.M. got under way and
4						Proceed to Sea at Noon Past
5						Franklin Light House
6						Lat Port Snow Squalls
7				N.E.		Kept of for Booth Bay at
8						2 1/2 P.M. came to anchor
9						
10						March 21 <sup>st</sup> 1873
11				S.W.		Strong gales and passing
12						clouds
1						
2						March 22 <sup>nd</sup> 1873
3				N.W.		This day light winds and clear
4				to		weather at 1 P.M. got under
5				N.W.		way and Proceed to Sea
6						at 4 P.M. the lights on
7						Packer Island bore west
8				S.W.		at Noon Past Rossett
9						Satter Port strong gales
10						and clear at 5 P.M. on the
11						or the 23 came to anchor
12						of Chatham

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 24 day of March 1873
1				N.W.		This 24 hours light winds and
2				to		clear weather at noon Past
3				N.W.		Cross Ripe Light Boat
4						at 6 P.M. came to anchor
5						at Eat cloof
6						
7						March 25 <sup>th</sup> 1873
8				E.N.E.		Fresh breezes from the
9						E.N.E. and thick with slight
10						
11						March 26 <sup>th</sup> 1873
12				N.E.		Fresh gales and thick weather
1						
2						March 27 <sup>th</sup> 1873
3				N.W.		at got under way Worked
4						one to Fox Poling core
5						and came to anchor at
6						4 P.M. So Ends this
7						day
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 28 <sup>th</sup> day of March 1873			
1				S.W.		This day Light Winds and clear weather at 10 <sup>am</sup> got under way 2 P.M. Pased the the light ship on low & Pased at 6 P.M. light ship on Britten Reef at 8 do mile Entering Dutch Island Harbour Run astore on such Island on account of the Tide setting on the Point held down sails & Run out anchor and cage astern at 10 <sup>do</sup> got the Sch <sup>rs</sup> John Rogersman and took out 200 Casks lime and took charges Aft So Ends			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1				S.E.  Make no water		March 29 <sup>th</sup> 1873 Commences fresh breezes from South Eastward & at 8 A.M. came of made sail and Proceed in to the Harbour & Took on Board & stowed Lime			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 30 <sup>th</sup> day of March 1873			
1				W.N.W.		This day Commences with Strong gales and clear weather Sailing with both Ankers ahead			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1				W.N.W.		April 1 <sup>st</sup> 1873 Light Winds and clear weather at 10 <sup>do</sup> still got under way and Proceed up the Sound Towards New York at midnight Pased the Little Gull			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1						March 2 <sup>nd</sup> 1873 Strong gales and thick Rainy weather at 5 A.M. two Pased the main Sail & furlled light sails at 2 P.M. more moderate Made sail and at 7 do came to anchor in Huntington Bay So Ends this day			
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Thomaston*

towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>23</i> day of <i>December</i> 18 <i>74</i>
1						Commenced loading with Lime
2						Thursday the 10 finished Friday and sailed
3						down the mouth of the river and
4				<i>W by N</i>		layed by until the 23 sailed for N.Y.
5					<i>Wednesday</i>	at 8 A.M. with the wind westerly
6				<i>W S W</i>		and light at 2 P.M. the wind
7						to the W S W at 2 A.M. the wind
8				<i>S W</i>		came to the S W tacked ship
9					<i>Thursday</i>	and went to Portland for harbor
10						storming and blowing fresh at 2 P.M.
11				<i>W N W</i>		wind came to W N W at 7 P.M. got
12						under way two reefed the mainsail of
1						Cape Elizabeth at 4 A.M. two reefed
2						the fore sail at 8 A.M. shook out reef
3				<i>W by S</i>	<i>Friday</i>	of Isle of Shoals at 12 P.M. two reefed
4						the mainsail of Cape Cod light at 4 P.M.
5					<i>Saturday</i>	This day begins with light winds
6				<i>S. E</i>		South Easterly of Cape Cod at 9
7				<i>S W</i>		A.M. at 12 P.M. fresh breeze S W
8						went to Tarr Point and Cone for harbor
9					<i>Sunday</i>	This day begins with moderate
10				<i>W.</i>		cloudy weather got under way
11						at 5 A.M. at 9 A.M. the wind
12				<i>N by W</i>		N by W 2 P.M. wind East by South moderate

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>28</i> day of <i>December</i> 18 <i>74</i>
1				<i>S. E.</i>	<i>Monday</i>	This day begins with fog
2						and rain moderate at 10 A.M.
3				<i>S. W.</i>		the wind S. W. at 6 P.M. the wind
4				<i>W by S</i>		W by N with a dense fog. This
5					<i>Tuesday</i>	day begins cloudy brisley weather
6				<i>N.</i>		at 3 P.M. the wind changed to North
7						came to anchor at 6 P.M. in confusion
8					<i>Wednesday</i>	This day begins with fine weather
9				<i>W N W</i>		with the wind W. N. W. This day
10						begins with clear cold weather with
11				<i>N W</i>	<i>Thursday</i>	the wind N W at 6 A.M. took
12						try Boat and towed to harbor
1						129 ft and discharged 698 bbls
2				<i>N. W.</i>		of lime then hauled through first
3					<i>Friday</i>	bridge and set side this day begins
4				<i>N W</i>		with fine weather the wind N W
5				<i>W.</i>		at 5 P.M. the wind W
6						finished discharging this day
7						600. bush of lime 11.98 casks
8						in all so ends This day
9				<i>N. W.</i>	<i>Saturday</i>	This day begins with cold rain
10						and slant dropped through the bridge
11						made sail and at 12 P.M. came
12						to anchor at Port house flats

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

New York

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 3 day of January 1875
1				N W	Sunday	This day begins with fine weather
2						got under way at 9 AM and went
3						to Baiter milk channel at
4				W.		12 PM the wind to the Westward
5						
6					Monday	This day begins with fog and
7						rainy weather and Calm still laying
8						in better milk channel
9						
10					Tuesday	This day begins with cool cloudy
11						weather the wind NNE still
12						laying for a freight at 1 PM the
1				W.		wind changed to W
2						
3					Wednesday	January the 6. 1875 This day
4				Easterly		begins with clear cold weather
5						at 5 AM the ice came down a foul
6						and took us a drift and carried us
7						afoul of the Schr Light Boat of
8						Rockland and carried away the
9						shrouds on Port side forward got
10						cleared away and made sail and
11						went to Hoboken and anchored at
12						8 AM and repaired damages

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 7 day of January 1875
1					Thursday	January the 7 This day begins
2						with cold rainy weather in the
3				N. E		the wind was NE at 12 PM
4						laying in Hoboken for a freight
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *New York* towards *Boston*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 8 day of January 1875
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 11 day of January 1875
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 10	day of May	1878
1								
2								
3								
4								
5								
6								
7								
8	12		S E					
9								
10	14		E $\frac{1}{2}$ S					
11								
12	8		S S W					
1								
2								
3								
4	11		E by S					
5				Variable				
6								
7								
8	4		S					
9								
10								
11								
12	4		S by E $\frac{1}{2}$ E					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				3620				7521	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

New York

towards

Aux Cayes

1873

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, June 28 day of
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

S W

Sunday June 29

Monday 30

At 2 P.M. took a  
tug and towed down  
to Red hook and came  
to anchor with 15 fathoms  
of chine on the Starboard anchor  
Wind SSW and fine weather

At 4 P.M. got under way and  
beat down the harbor with  
light wind to the S.W. and  
fog and came to anchor in the  
Specter

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 1 day of July 1873
1						
2						
3						
4						
5						
6						
7						
8	1		S by E	W by S		
9	1		"			
10	2		S			
11	3		"			
12	4		"			
1	4		"			
2	4		"			
3	4		"			
4	3		S by W	W by S		
5	3		"			
6	2		"			
7	2		"			
8	2		"			
9	2		"			
10	2		"			
11	3		S by E	S by W		
12	2		"			

N.W.

got under way and went  
to sea with a fine breeze still  
sail

At 8 P.M. Barnegat light-  
house W by S distance 4 miles

This day fine clear weather

So ends this day

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
---------	-----------	---------------	------------	--------------	-------------	------------	---------------	----------	-------------

39.00

39.11



W

JOURNAL, from

New York

towards

Aux Cayes

H.

K.

$\frac{1}{2}$ K.

COURSES.

WINDS.

LEEWAY.

Remarks,

2

day of July

1878

1	3								
2	3								
3	3								
4	3		W 1/2 S	S 1/2 W					
5	3		N 1/2 W	S 1/2 W					
6	3		"	"					
7	3		"	"					
8	3		"	S 1/2 W					
9	3		N 1/2 W	"					
10	3		"	"					
11	4		S 1/2 E	S 1/2 W					
12	4		"	"					
1	3		SSE	S 1/2 W					
2	3		"	"					
3	3		"	"					
4	3		"	"					
5	3		S 1/2 E	S 1/2 E					
6	3		"	"					
7	3		S 1/2 W	"					
8	3		"	"					
9	3		S 1/2 W	S					
10	3		"	"					
11	3		"	"					
12	3		"	"					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
	41				38.24				

Thursday

H.

K.

$\frac{1}{2}$ K.

COURSES.

WINDS.

LEEWAY.

Remarks,

3

day of July

1878

1	3		W 1/2 S	S 1/2 W					
2	3		"	"					
3	4		"	"					
4	4		"	"					
5	4		SE	"					
6	4		"	"					
7	4		W 1/2 S	"					
8	4		"	"					
9	9		S. E	"					
10	3		"	"					
11	1		"	"					
12	1		"	"					
1	1		"	"					
2	1		"	"					
3	1		"	"					
4	1		"	"					
5	1		"	"					
6	1		"	"					
7	1		"	"					
8	1		"	"					
9	1		"	"					
10	3		SSE	"					
11	3		"	"					
12	3		W 1/2 S	"					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					37.53				



JOURNAL, from <i>New York</i> towards <i>Aux Cayes</i>										
<i>Friday</i>	H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>4</i>	<i>day of July</i>	<i>1893</i>	
	1	4		<i>W by S</i>	<i>S by W</i>		<i>This day commences with squalls of rain</i>			
	2	4								
	3	4		"	"					
	4	4		"	"					
	5	4		"	"					
	6	4		"	"					
	7	4		"	"					
	8	4					<i>At 8 AM Stowed the mainsail and flying jib</i>			
	9	2		<i>SE</i>	<i>S</i>					
	10	2		"	"					
	11	2		"	"					
	12	2		"	"					
	1	2		"	"					
	2	2		"	"					
	3	2		"	"					
	4	2		"	"					
	5	2		"	"					
	6	2		"	"					
	7	2		"	"		<i>At 7 1/2 PM Set the mainsail and flying jib</i>			
	8			<i>Cal m</i>						
	9									
	10						<i>Cal m with heavy swell</i>			
	11									
	12									
	Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						32.26				

<i>Sat</i>	H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>5</i>	<i>day of July</i>	<i>1893</i>	
	1	3		<i>W S W</i>	<i>S</i>		<i>This day begins with light winds and cloudy weather Calm these 2 our</i>			
	2	3								
	3	0		<i>Cal m</i>						
	4	0								
	5	0								
	6	0								
	7	0		<i>Cal m</i>						
	8						<i>Lon by Ob 7400</i> <i>At 9 lowered down the mainsail</i>			
	9									
	10									
	11									
	12									
	1									
	2									
	3									
	4						<i>P M</i> <i>At 5 set the mainsail and fore and main topsail</i>			
	5									
	6									
	7	1		<i>W S W</i>	<i>S</i>					
	8	1		"	"					
	9	1								
	10	1		<i>S S W</i>	<i>N</i>					
	11	1								
	12	1								
	Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						37.22				



JOURNAL, from

towards

New York towards Ana Hayes

Sun

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	6 day of July	1873
1	5		SSE	NE		This day begins with a fair wind and heavy head sea		
2	5		"	"				
3	5		"	"				
4	5		"	"				
5	5		"	"				
6	5		"	"				
7	6		"	"				
8	6		"	"				
9	7		"	"				
10	7		"	"				
11	8		SSE	"		CA 10 lowered down topsail Rain squalls		
12	8		SSE	"				
1	7		"	"				
2	7		"	"				
3	6		"	"				
4	3		"	"				
5	5		"	"				
6	6		"	"				
7	6		"	"				
8	6		"	"				
9	5		"	"				
10	5		"	"				
11	5							
12	5							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					35 17				

Mon

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	7 day of July	1873
1	2		SE	NE		This day begins with light winds and fair weather		
2	3		"	"				
3	2		"	"				
4	3		"	"				
5	1		"	"				
6	1		"	"				
7	0					Heavy squalls of rain from the SE		
8	0							
9	0							
10	0							
11	0							
12	0							
1	2		S	NW		Sat the staid		
2	2		"	"				
3	2		"	"				
4	2		"	"				
5	2		"	"				
6	2		"	"				
7	2		"	"				
8	2		SSE	NE				
9	3							
10	3							
11	3							
12	4							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					34 26				



5237  
16  
2227

JOURNAL, from *New York* towards *Aux Cayes*

*Tuesday*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 8 day of July 1873
1	4		S. S. E	N. E		This day begins with light winds and a heavy sea running
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	6		S. E	N. by E		At 11 the <sup>wind</sup> hauled to the N. by W. with fair weather
10	8		"	"		
11	8		"	"		
12	7		S	N. by W		
1	7		"	"		
2	7		S. S. E	"		
3	7		"	"		
4	7		"	"		
5	7		"	"		
6	7		"	"		
7	7		"	"		
8	7		"	"		
9	7		"	"		
10	6		"	"		
11	4		S. S. W	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					22.37				

*Wednesday*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 9 day of July 1873
1	4		SE	SSW		This day begins with light SSW winds and fair weather
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	2		"	"		
7	2		"	"		
8	2		"	"		
9	2		"	"		
10	2		"	"		
11	2		"	"		
12	2		S. E + E	"		
1	3		"	"		
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	3		"	"		
12	3		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					22.50				



Thurs

JOURNAL, from <i>New York</i> towards <i>Aux Cayes</i>						
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>10 day of July</i> 1873
1	2		SE	SSW		<i>This day begins with light winds and fair weather, with a heavy South swell Crew employed scraping</i>
2	2		"	"		
3	2		"	"		
4	3		"	"		
5	2		"	"		
6	2		"	"		
7	2		"	"		
8	1	$\frac{1}{2}$	"	"		
9	1	$\frac{1}{2}$	"	"		
10	1	$\frac{1}{2}$	"	"		
11	2		SE by S	SSW		
12	2		"	"		
1	3		"	"		
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	2		SSC	"		
6	2		"	"		
7	3		"	"		
8	3		"	"		
9	2		"	"		
10	2		"	"		
11	2		"	"		
12	3		"	"		

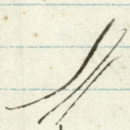
Frid

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 11 day of July	1873			
1			Calm			This day begins with light winds from the S and fine weather				
2	2		SS by E	S						
3	1		"	"						
4	1		"	"						
5	1		"	"						
6	1		"	"						
7	1		"	"						
8	2		SSC	SW by N						
9	2		"	"						
10	2		"	"						
11	2		"	"						
12	1		"	"						
1	1		SE	S						
2	1		"	"						
3	1		"	"						
4	1		"	"						
5	1		"	"						
6	1		"	"						
7	1		"	"						
8	2		SW by S	SE		At 9 began to rain from the SE				
9	2		"	"						
10	2		"	"						
11	2		SW by SE	SE						
12	2		"	"						
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *New York* towards *Aux Cayes*

Sat

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 12 day of July 1873
1	1		SW by S	SE		This day begins with a light breeze from the SE with rain
2	1		"	"		
3	2		"	"		
4	2		SE	E by E		
5	4		SE	SE		At 6 Slowed topsails Heavy squalls of rain came on so rapid mainmast and slowed the flying jib
6	4		"	"		
7	3		SE	S by W		
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	3		"	"		
12	3		"	"		
1	3		"	"		
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	2	$\frac{1}{2}$	"	"		
10	2	"	"	"		
11	2	"	"	"		
12	2	"	"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					30.12				

Sun

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 13 day of July 1873
1	3		SE	S by W		This day begins with a strong breeze from the S At 14 Shook out the reef in the mainsail
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	3		"	"		
12	3		"	"		
1	2		"	"		At 10 sent down the main gaff topsail for repairs
2	2		"	"		
3	2		"	"		
4	2		"	"		
5	2		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	2		"	"		
12	2		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					29.52				



JOURNAL, from *New York* towards *Aux Cayes*

*Mon*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 14 day of July 1873
1	2		SE	SEW		<i>This day begins with a light breeze from the South</i>
2	2		"	"		
3	2		"	"		
4	2		SE by S	S		
5	2		"	"		
6	2		"	"		
7	1		SSE	SSW		<i>At 5 sat the staisail and fore foot topsail</i>
8	1		"	"		
9	1		"	"		
10	1		"	"		
11	1		"	"		
12	1		S by E $\frac{1}{2}$ E	SW		
1	1		"	"		
2	1		"	"		
3	2		"	"		
4	2		S by W	W		
5	2		"	"		
6	2		"	"		
7	3		"	"		
8	4		"	"		
9	4		S	W		
10	5		"	"		
11	5		"	"		
12	5		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					28.49				

*Tues*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 15 day of July 1873
1	5		S	W		<i>This day begins with a west wind and fine weather</i>
2	5		"	"		
3	5		"	"		
4	5		"	"		
5	5		"	"		
6	5		"	"		
7	5		"	"		
8	5		"	"		
9	5		"	"		
10	5		"	"		
11	5		"	"		
12	4		"	"		
1	4		S by W	"		<i>At 3 A M sent the main topsail and set it in a Sloop Standing to the Northward</i>
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	5		"	"		
6	5		"	"		
7	4		"	"		
8	4		SSW	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					25.56				



2638  
24  
14

JOURNAL, from *New York* towards *Aux Cayes*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 16 day of July 1873																				
1	2		SSW			This day begins with a light breeze from the N.W. and clear weather																				
2	2		"																							
3	4		"																							
4	4		"																							
5	4		"																							
6	4		"	WN		Crew employed macking morning																				
7	3		"	"																						
8	3		"	"																						
9	3		"	"																						
10	2		"	"																						
11	2		"	"																						
12	2		"	"																						
1	2		"	"																						
2	2		"	WN																						
3	3		"	"																						
4	3		"	"																						
5	2		"	"																						
6	2		"	"																						
7	2		"	"																						
8	2		"	"																						
9	1			0																						
10	0		Calm	0																						
11	0			0																						
12	0			0																						
<table><tr><th>Course.</th><th>Distance.</th><th>Diff. of Lat.</th><th>Departure.</th><th>Lat. by D. R.</th><th>Lat. by Ob.</th><th>Variation.</th><th>Diff. of Lon.</th><th>Lon. In.</th><th>Lon. by Ob.</th></tr><tr><td></td><td></td><td></td><td></td><td></td><td>26.38</td><td></td><td></td><td></td><td></td></tr></table>							Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.						26.38				
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.																	
					26.38																					

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 17 day of July 1873
1	0		Calm	e		This day begins with Calm weather
2	0					
3	0					
4	0					
5	0					
6	0					
7	0					
8	0					
9	0					
10	0					
11	0					
12	0					
1	0	SSW	SE		At 2 P.M. a light breeze from the SE	
2	1					
3	1					
4	1					
5	2					
6	2					
7	3					
8	4					
9	4					
10	4					
11	4					
12	4					
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.
					26.14	



## JOURNAL, from

New York

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	18	day of July	1873
1	5		S by W	W E S E		This day begins with a breeze from the S E With fine weather			
2	5		"	"					
3	5		"	"					
4	5		"	"					
5	5		"	"					
6	5		"	"					
7	6		"	"					
8	6		"	"					
9	5		S by W	E S E		Squally weather At 6 P.M. Sailed the flying jib and mainsail At 8 got the flying jib and mainsail weather looked favorable			
10	5		"	"					
11	5		"	"					
12	5		"	"					
1	5		"	"					
2	5		"	"					
3	5		"	"					
4	5		"	"					
5	5		"	"					
6	2		"	"					
7	2		"	"					
8	5		S	S E by E					
9	5		"	"					
10	5		"	"					
11	5		"	"					
12	5		"	"					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						29.15			

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	18	day of July	1873
1	4		S	S E by E		This day begins with a fresh breeze from the S E by E with fine weather			
2	4		"	"					
3	4		"	"					
4	5		"	"					
5	6		S by W	"					
6	6		"	"					
7	6		"	"					
8	7		"	"					
9	7		"	"		At 8 A.M. Squally reefed the mainsail			
10	7		"	"					
11	7		"	"					
12	7		"	"					
1	7		"	"					
2	7		"	"					
3	7		"	"					
4	6		S	S E by E					
5	6		"	"					
6	6		"	"					
7	6		"	"					
8	5		"	"					
9	6		"	"					
10	6		"	"					
11	6		"	"					
12	6		"	"					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
	140					21.35			



JOURNAL, from *New York* towards *Aux Cayes*

*Sun*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 20 day of July	1873
1	6		S	SE 6		This day begins with a strong breeze from the SE by E with rain squalls	
2	6		"	"			
3	6		"	"			
4	6		"	"			
5	6		S by W	"		Soon in At 4 A.M. 66.49	
6	6		"	"			
7	6		"	"			
8	6		"	"			
9	6		"	"		At 8 A.M. weather looked squally sowed flying gill	
10	6		"	"			
11	8		S $\frac{1}{2}$ W	E by S		At 11 set the flying gill	
12	7		"	"			
1	7		"	"			
2	7		"	"			
3	7		"	"			
4	7		"	"			
5	7		"	"			
6	7		"	"			
7	7		"	"			
8	7		"	"			
9	7		"	"			
10	7		"	"			
11	7		"	"			
12	7		"	"			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					18.35				

*Mon*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 21 day of July	1873
1	7		SW by S	N E 4		This day begins with strong N E wind	
2	7		"	"			
3	7		"	"			
4	7		"	"			
5	4		"	"		At 1 A.M. made Descecho island bearing S $\frac{1}{2}$ W 10 miles	
6	4		"	"			
7	3		"	"			
8	2		"	"			
9	1		SW by W	N E		At 8 Monea island bore W by N 7 miles Capt lowered down mainsail flying gill	
10	1		"	"			
11	1		"	"			
12	1		"	"			
1	2		"	"			
2	2		"	"			
3	2		"	"			
4	3		W	N E			
5	3		"	"		At 8 P.M. set the mainsail and flying gill and top sails	
6	3		"	"			
7	3		"	"			
8	3		"	"			
9	6		"	"			
10	7		"	"			
11	7		"	"			
12	7		"	"			

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *New York* towards *Aux Cayes*

*Tues*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 22 day of July 1873
1	7		<i>N<math>\frac{1}{2}</math>S</i>	<i>NE</i>		<i>This day begins with a strong NE breeze and fine wether</i>
2	7		"	"		
3	7		"	"		
4	7		"	"		
5	7		"	"		
6	7		"	"		
7	7		"	"		<i>At 9 A.M. Squally lowered flying gib.</i>
8	7		"	"		
9	7		"	"		
10	7		"	"		
11	7		"	"		
12	7		"	"		
1	7		"	"		<i>At 4 P.M. hove to by 1 hour</i>
2	7		"	"		
3	7		"	"		
4	7		"	"		
5	0		<i>S</i>	<i>S</i>		
6	7		<i>W</i>	"		
7	7		<i>S<math>\frac{1}{2}</math>W</i>	<i>NE</i>		<i>At 5 " squared away and</i> <i>At 6 Beat island bore</i>
8	7					
9	6		"	"		
10	6		"	"		
11	6		"	"		
12	6		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

*Wen*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 23 day of July 1873
1	6		<i>SW</i>	<i>NE</i>		<i>This day begins with fine wether and NE winds</i>
2	6		"	"		
3	5		"	"		
4	5		"	"		
5	5		<i>W<math>\frac{1}{2}</math>N</i>	"		
6	5		<i>W<math>\frac{1}{2}</math>E</i>	"		<i>At 4 A.M. Also Vela bore NE</i>
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	5		"	"		
11	5		"	"		
12	5		"	"		
1	4		"	"		
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	2		"	"		
10	2		"	"		
11	0		"	"		
12	0		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



Thurs

JOURNAL, from <i>New York</i> towards <i>Aux Cayes</i>										
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>24 day of July 1873</i>				
1						<i>This day begins with calm clear weather with a heavy sea running</i>				
2										
3										
4										
5	1		<i>W by N</i>	<i>E by N</i>		<i>At 7 A.M. hauled the gobs to windward and hauled by till 4 P.M. then squared away and run</i>				
6	2		<i>"</i>	<i>"</i>						
7	2		<i>"</i>	<i>"</i>						
8	2		<i>"</i>	<i>"</i>						
9						<i>At 1 off Aux Cayes Pilot came on board and proceed into harbor and came to of the town with 15 fathoms on the starboard anchor Wind E by N</i>				
10										
11										
12										
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>26 day of July 1873</i>				
1						<i>Tuesday July 26 This day fine clear weather with a strong sea breeze from the E</i>				
2										
3										
4										
5						<i>Crew employed Staying the mast and setting up rigging</i>				
6										
7										
8										
9						<i>Wednesday July 27 This day fine clear weather with a light sea breeze</i>				
10										
11										
12										
1						<i>Monday " 28 Comenced discharging cargo loaded 6 Lighters Wine &amp;</i>				
2										
3										
4										
5						<i>Tuesday " 29 Discharging cargo loaded 5 Lighters Wines &amp;</i>				
6										
7										
8										
9						<i>Wednesday " 30 Discharging cargo loaded 2 Lighters and filled water Wines &amp;</i>				
10										
11										
12										
1						<i>Thursday " 31 Discharging cargo loaded 3 Lighters Jack Refused to eat in the cabin Wines &amp; by N</i>				
2										
3										
4										
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.	

Li



## JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1								
2			Friday		1	August	Crew employed to	
3						the rigging	wind E	
4								
5			Saturday		2	"	Boated of 10 casks and	
6							filled them with water	
7							for Ballast	
8							Wind E	
9			Sunday		3		Got under way with a light	
10			Remarks from Anacapa			(Islands Navasce)	land breeze	
11							and proceed out the harbor	
12							Got out side the bar and	
1							the wind died out and	
2							came to anchor	
3								
4			Monday		4		Got under way and placed	
5							down the harbor with a light	
6							sea breeze at 4 wind died	
7							out and came to anchor	
8							at the mouth of the harbor	
9			Tuesday		5		Got under way with a	
10							light breeze from the E	
11							Coast	
12							Wind E	

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
1			Wednesday		6		Came to anchor of Navasce	
2							At 6 o'clock this morning and	
3							got ready for cargo	
4							Wind E & E	
5			Thursday		7		Commenced taking in cargo	
6							took in 51 tons of Guano	
7							Wind N E	
8			Friday		8		Took in 69 tons Guano	
9							Wind N E	
10			Saturday		9		Took in 39 tons Guano	
11							Wind E	
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from <i>Narrassa</i> towards <i>Baltimore</i>									
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>9 day of August 1873</i>			
1									
2									
3									
4			<i>NE</i>	<i>SE</i>		<i>At 2 A.M. hove up anchor</i>			
5	<i>5</i>		<i>"</i>	<i>"</i>		<i>and went to sea with a</i>			
6	<i>5</i>		<i>"</i>	<i>"</i>		<i>fine breeze SE</i>			
7	<i>4</i>		<i>"</i>	<i>"</i>					
8	<i>4</i>		<i>"</i>	<i>"</i>					
9	<i>3</i>		<i>"</i>	<i>"</i>					
10	<i>2</i>		<i>"</i>	<i>"</i>					
11									
12									
1				<i>Calm</i>					
2									
3									
4									
5									
6									
7									
8									
9				<i>Calm</i>					
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>10 day of August 1873</i>			
1									
2									
3									
4				<i>Calm</i>		<i>This day begins with</i>			
5						<i>Calm cloudy weather</i>			
6									
7	<i>3</i>		<i>NE</i>	<i>E by S</i>					
8	<i>4</i>		<i>"</i>	<i>"</i>					
9	<i>4</i>		<i>NE</i>	<i>SE</i>					
10	<i>4</i>		<i>"</i>	<i>"</i>		<i>A heavy thunder shower</i>			
11	<i>4</i>		<i>"</i>	<i>"</i>					
12	<i>4</i>		<i>"</i>	<i>"</i>					
1	<i>4</i>		<i>"</i>	<i>"</i>					
2	<i>4</i>		<i>"</i>	<i>"</i>					
3	<i>4</i>		<i>"</i>	<i>"</i>					
4	<i>4</i>		<i>"</i>	<i>"</i>					
5	<i>4</i>		<i>NE</i>	<i>SE</i>					
6	<i>3</i>		<i>"</i>	<i>"</i>					
7	<i>3</i>		<i>"</i>	<i>"</i>					
8	<i>3</i>		<i>"</i>	<i>"</i>					
9	<i>2</i>		<i>"</i>	<i>"</i>					
10	<i>2</i>		<i>"</i>	<i>"</i>					
11	<i>1</i>		<i>"</i>	<i>"</i>					
12	<i>1</i>		<i>"</i>	<i>"</i>					
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



No

JOURNAL, from *Narrassa* towards *Baltimore*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 11 day of August 1873
1	1		N	NE		
2	1					
3	2		ENE	NW		This day begins with light
4	3		"	"		verable winds with clear
5	3		"	"		weather
6	3		"	"		
7	3		"	"		
8	2		NW	NE		At 7 tacked ship and stowed
9	2		"	"		the flying gill
10	2		"	"		
11	3		N	SE		At 10 squally soured the main
12	3		"	"		sail
1						At 12 set mainsail
2						
3						
4						
5	3		N	E		
6	4		"	"		At 5 Boreased up from
7	4		"	"		the East
8	4		"	"		
9	4		NW	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					20 41				

No

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 12 day of August 1873
1	5		NW	E		
2	4		"	"		This day begins with a
3	4		"	"		strong breeze from the East-
4	4		NE	E by S		with fine clear weather
5	2		"	"		
6	1		"	"		At 3 AM Greanger light
7	1		"	"		bore 3 distant 4
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	3		"	"		
12	3		"	"		
1	3		"	"		
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	4		NE	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					22 25				



JOURNAL, from

Narasa

towards

Baltimore

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 13 day of August 1873

1	3		NE	by S		This day begins with cloudy weather and a fine favorable breeze
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		At 10 Shower of Rain
11	4		W	ESE		
12	4		"	"		
1	5		"	"		Crew employed Painting
2	5		"	"		
3	5		"	"		
4	5		"	"		
5	5		"	"		
6	5		"	"		
7	5		"	"		
8	5		"	"		
9	5		"	"		
10	5		"	"		
11	5		"	"		
12	5		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					24 15				

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 14 day of August 1873

1	4		W	ESE		This day begins with fine clear weather with a favorable breeze
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		Crew employed at painting
11	4		"	"		
12	4		"	"		
1	4		N by W	SE		
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					25.52				



JOURNAL, from *Narvassa*

towards *Baltimore*

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, *15 day of August 1817*

1	4		<i>N by W SE</i>			<i>This day begins with light favorable winds Crew employed painting</i>
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		<i>Heavy Squat of rain and wind</i>
12	4		"	"		
1	5		"	"		
2	5		"	"		
3	5		"	"		
4	5		"	"		
5	5		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course. Distance. Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. In. Lon. by Ob.

*26.30*

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, *16 day of August 1817*

1	4		<i>N by W SE</i>			<i>This day begins with fine weather and fair winds</i>
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	5		"	"		
10	5		"	"		<i>At 7 AM Squally cleared up topsails in flying Gib</i>
11	5		<i>N SE</i>			
12	5		"	"		
1	4		"	"		
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	5		"	"		
11	5		"	"		
12	5		"	"		

Course. Distance. Diff. of Lat. Departure Lat. by D. R. Lat. by Ob. Variation. Diff. of Lon. Lon. In. Lon. by Ob.

*29.26*



JOURNAL, from

Navasa

towards

Baltimore

*Sn*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 17 day of August 1873
1	4		N	SSE		This day begins with cloudy weather and rain squalls
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		N by E	SSE		Heavy squalls of rain with sharp lightning
10	4		"	"		
11	4		"	"		
12	4		"	"		
1	5		"	"		
2	5		"	"		
3	5		"	"		
4	5		"	"		
5	5		"	"		
6	4		N	S		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					31.12				

*Mo*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 18 day of August 1873
1	4		N by W	SSE		This day begins with fair winds and fine clear weather Saw a schooner standing the westward crew employed painting
2	4		"	"		
3	4		"	"		
4	4		"	"		
5	4		"	"		
6	4		"	"		
7	4		"	"		
8	4		"	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		
1	4		N by E	S		
2	4		"	"		
3	5		"	"		
4	5		"	"		
5	5		"	"		
6	5		"	"		
7	5		"	"		
8	5		"	"		
9	5		"	"		
10	5		"	"		
11	5		"	"		
12	5		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					32.5				



JOURNAL, from

Navasa

towards

Baltimore

*Lu*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 19 day of August 1873
1	2		WN S			This day begins with fine weather and fair winds
2	2		"	"		
3	4		"	"		
4	4		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	2		"	"		
12	2		"	"		
1	2		"	"		Oct 3 Prim Squall
2	2		"	"		
3	2		"	"		
4	3		"	"		
5	3		WN S			
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	4		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					34 14				

*W*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 20 day of August 1873
1	4		WN S			This day begins with fine clear weather with fair winds
2	4		WN S			
3	4		"	"		
4	4		"	"		
5	3		WN S			
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	3		"	"		
10	4		"	"		
11	4		"	"		
12	4		"	"		
1	3		"	"		Crew employed refacing for topsail
2	3		"	"		
3	3		WN SE			
4	3		"	"		
5	3		"	"		
6	3		"	"		
7	3		WN			
8	3		"	"		
9	2		"	"		
10	2		"	"		
11	1		"	"		
12	1		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					55 41				



JOURNAL, from

Narasa

towards

Baltimore

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 21 day of August 1878

1	1		WN	SE		This day begins with fine weather and light winds with a heavy swell from the southward
2	1					
3	2		"	"		
4	2		"	"		
5	2		"	"		
6	2		"	"		
7	1		"	"		
8	1		"	"		
9	1		"	"		
10	1		"	"		
11						Calm
12						
1						
2						
3						
4						
5	1		WN	E		
6	2		"	"		
7	2		"	"		
8	2		"	"		
9	2		"	"		
10	2		"	"		
11	2		"	"		
12	2		"	"		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					36.25				

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 22 day of August 1878

1	3		WN	E		This day begins with light winds and a heavy swell
2	3		"	"		
3	3		"	"		
4	3		"	"		
5	3		"	"		
6	3		"	"		
7	3		"	"		
8	3		"	"		
9	3		"	"		
10	3		"	"		
11	2		"	"		At 7 A.M. Cape Henry light bearing WN
12	2		"	"		
1	2		WN	NE		
2	2		"	"		
3	2		"	"		
4	2		"	"		
5	1		"	"		
6	2		"	"		
7	2		"	"		
8						
9						
10						At 8 P.M. Cape Henry light bore S
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



**JOURNAL, from**

Navasa

towards

Baltimore

[illegible]

La

1				This day begins with
2				a breeze from the N
3				worked up to New Point
4				Comfort and came to
5				Anchor at 5 o'clock.
6				At 12 blowed a strong breeze
7				
8				Strong breeze from the Northwest
9				with fine weather
10				
11				
12				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

[illegible]

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
----	----	------------------	----------	--------	---------	----------	--------	----

1	Thursday	28	This day dull wetter
2			With wind E N E
3			Steward left
4			
5	Friday	29	Howld to the wharf
6			and comenced to Discharge
7			Shipped as Steward
8			Rainy Wind E N E
9			
10	Saturday	30	Discharging Cargo
11			Wind West
12			
1	Sunday	31	Fine Wether Wind W N W
2			
3			
4			
5	Monday	1	
6			
7			
8			
9			
10			
11			
12			

[illegible]



Schooner Silver Shag Bound Marques  
JOURNAL, from New York towards Marques 1<sup>st</sup> day of May 1875

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1						Commences this day With variable winds All crew on board At 3 PM Upmanned from Deck and went in Charge of Jny Boat at 4 PM Anchored off Red Hook & prepared for Sea Wind N E With threatening appearance this ends this day
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						Lamps Carefully Attended to
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1						This day Commences With fair Breeze from S.W. At 5 and hove the Anchor up & proceeded Down the Bay at 9 and all Clear High lands West all sail set Thus ends the Harbour Log to Commence Sea Log
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						Lamps Attended to
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from							New York		towards		St. Vincent				
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	3 <sup>rd</sup> day of May		1875						
1	6		S E	W N W		Commences this day With increasing breeze Duble Reefed Main Sail. Handed. Foresail all Light sails in  Middle part Blowing A Perfect Gale with A Heavy Sea running Shipping large seas Keeping Decks flooded Labouring & Steaming very heavy  Latter part the same  Pumps carefully attended to									
2	6														
3	6														
4	6														
5	6														
6	6														
7	6														
8	6														
9	6														
10	6														
11	6														
12	6														
1	6		S W	N W		Latter part the same  Pumps carefully attended to									
2	6														
3	6														
4	6														
5	6														
6	6														
7	6														
8	6														
9	6														
10	6														
11	6														
12	6														
Course.							Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
										38-14	38-12			73-32	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	4 <sup>th</sup> day of May		1875						
1	2		S E	S W		Commences this day With light baffling Wind Large Swell Middle part heavy Fair Squalls Latter part Wind veering West Blowing A Gale Handed Main Sail Run under Duble Reefed Foresail & G. L. Shipping large seas keeping Decks flooded Pumps attended to									
2	2														
3	2														
4	2														
5	2														
6	2														
7	3														
8	3														
9	3														
10	3														
11	3														
12	3														
1	3		South	West		Pumps attended to									
2	3														
3	3														
4	3														
5	4														
6	5														
7	5														
8	6														
9	6														
10	6														
11	6														
12	6														
Course.							Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
										37-17				73-00	

Thos. G. Knight, Stationer and Blank Book Manufacturer



JOURNAL, from <i>New York</i> towards <i>Puerto Rico</i>									
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>5<sup>th</sup> day of May</i> 1875			
1	8		SE	SW		<p>In the first part of this day Blowing a heavy Gale Large Sea running, heavy Labouring Heavy &amp; Shipping Large Seas Keeping Decks constantly flooded</p> <p>Middle part Wind &amp; Weather the same</p> <p>Latter part Gale Moderating Set all prudent Sail Schooner Rolling heavy Large Swell on</p> <p>Sun Obscure Rings Carefully attended to</p>			
2	8								
3	8								
4	8								
5	8								
6	8								
7	8								
8	8								
9	8								
10	8								
11	8								
12	8								
1	7					<p>Latter part Gale Moderating Set all prudent Sail Schooner Rolling heavy Large Swell on</p> <p>Sun Obscure Rings Carefully attended to</p>			
2	7								
3	7		South	SW					
4	6								
5	6								
6	6								
7	6								
8	5								
9	5								
10	5								
11	5								
12	5								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				35 50				71 10	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>6<sup>th</sup> day of May</i> 1875			
1	1					<p>In the first part of this light Winds &amp; Calms with Large Swell. Handled Mainsail</p> <p>Middle part fresh breeze from South. Set all Sail at 3 P.M. backed to South East</p> <p>Latter part fresh breeze &amp; rain with threatening appearance in light. Set Double Reefed Mainsail ends with baffling Heads &amp; rain</p>			
2	1		Baffling						
3	1								
4	1								
5	1								
6	1								
7	1								
8	1								
9	2		SE by E	South					
10	3								
11	3								
12	3								
1	2					<p>Latter part fresh breeze &amp; rain with threatening appearance in light. Set Double Reefed Mainsail ends with baffling Heads &amp; rain</p>			
2	3								
3	3								
4	3								
5	3								
6	3								
7	3								
8	3								
9	3								
10	3								
11	3								
12	3								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				34 42				74 00	



JOURNAL, from

New York

towards

Marathon

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 7 <sup>th</sup> day of May	1875
1	4		SE	SSW		Commences this day	
2	4					With strong gale & heavy	
3	4					Sea	
4	4						
5	3						
6	3						
7	3						
8	3					Middle part Sailed	
9	3					Squalls all Sail Handled	
10	3					Except Dible. Reefed.	
11	3						
12	3						
1	3					Mainsail & J.L	
2	4						
3	4						
4	4					Latter part Wind becoming	
5	4					SW Set all present	
6	2		SW	WSW		Sail vessel labouring	
7	2					Heavy this day	
8	2						
9	4		South	SW			
10	4						
11	4						
12	4						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				34 13				70 44	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 8 <sup>th</sup> day of May	1875
1	4		S by W	SW		First part Strong gale.	
2	4					heavy Sea running Hard.	
3	4					Mainsail	
4	4						
5	4						
6	4						
7	5					Middle part Wind	
8	5					& Weather the same	
9	5					vessel labouring &	
10	5					Springing back they	
11	5					Shipping large Seas	
12	5					Reefing Decks constantly	
1	5					flooded	
2	5						
3	5					Latter part Moderating	
4	5					With large swell	
5	5					Set all sail and	
6	4					With light breeze	
7	4						
8	3						
9	3						
10	2			SW			
11	2						
12	2						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				32 32				71 22	



JOURNAL, from <i>New York</i> towards <i>Marion</i>									
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>9<sup>th</sup></i> day of <i>May</i>	18 <i>75</i>		
1									
2									
3									
4									
5									
6									
7									
8									
9	4		SE	South					
10	4								
11	4								
12	4								
1	4								
2	4								
3	4								
4	4								
5	4								
6	4								
7	4								
8	4								
9	4		SE	South					
10	4								
11	4								
12	4								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				31-54				71-22	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>10<sup>th</sup></i> day of <i>May</i>	18 <i>75</i>		
1	2		SE	SE					
2	2								
3	2								
4	2								
5	2								
6	2								
7	2								
8	3								
9	3								
10	3								
11	3								
12	3								
1	3								
2	3		SE	SE					
3	3								
4	3								
5	3								
6	3								
7	3								
8	3								
9	3								
10	3								
11	3								
12	3								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				31-00				69-29	



JOURNAL, from <i>New York</i> towards <i>Birmingham</i>										
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	<i>11<sup>th</sup></i>	day of <i>May</i>	187 <i>8</i>	
1	2		<i>S E E</i>	<i>South</i>						
2	2									
3	2									
4	2									
5	2									
6	2									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									
1	2									
2	2									
3	2		<i>S E</i>	<i>S E</i>						
4	2									
5	2									
6	2									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						30.23			69.40	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	<i>12<sup>th</sup></i>	day of <i>May</i>	187 <i>8</i>	
1	2		<i>South S E E</i>							
2	2									
3	2									
4	2									
5	2									
6	2									
7	2									
8	2									
9	2									
10	2									
11	2									
12	2									
1	2									
2	2									
3	2									
4	2									
5	3									
6	4		<i>South E S E</i>							
7	4									
8	4									
9	4									
10	4									
11	4									
12	4									
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					29.31				70.10	



JOURNAL, fromNew YorktowardsParagorene

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	13 <sup>th</sup> day of May	1874		
1	4		South							
2	4			ESE			In the first part pleasant			
3	4						Breeze.			
4	4									
5	4									
6	5									
7	5									
8	5						Middle part Squally			
9	5						in light sails			
10	5									
11	5									
12	5									
1	5						Latter part fresh breeze			
2	5						& head sea all sail			
3	5						set			
4	5									
5	5									
6	5									
7	5			ESE						
8	5		South							
9	5									
10	5									
11	5									
12	5									
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						27.14			70.10	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	14 <sup>th</sup> day of May	1874		
1	5		South							
2	5			East						
3	5						Fresh Breezes in the			
4	5						first & middle part			
5	5						of this day weather			
6	6						Squally in light			
7	6						sails & Double reefed			
8	6						Mainsail.			
9	6									
10	6									
11	6									
12	6									
1	6									
2	6									
3	6									
4	6						Latter part fresh			
5	6						breeze & clear			
6	6									
7	6									
8	6									
9	6									
10	6									
11	6									
12	6									
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						24.31			70.36	

Thos. G. Knight, Stationer and Blank Book Manufacturer, Bath, Me.



JOURNAL, from <i>New York</i> towards <i>Yperagon</i>									
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 15 <sup>th</sup> day of May	1875		
1	5								
2	5								
3	5								
4	5								
5	5								
6	5								
7	5								
8	5								
9	5								
10	5								
11	5								
12	5								
1	5								
2	5								
3	5								
4	5								
5	5								
6	5								
7	5								
8	4								
9	4								
10	4								
11	4								
12	4								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					22.46			70.41	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 16 <sup>th</sup> day of May	1875		
1	6								
2	6								
3	6								
4	6								
5	6								
6	6								
7	6								
8	6								
9	6								
10	6								
11	6								
12	6								
1	6								
2	6								
3									
4									
5									
6	4								
7	4								
8	4								
9	5								
10	5								
11	4								
12	4								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					21.49			72.10	



JOURNAL, from <i>New York</i> towards <i>Misagone</i>									
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>17<sup>th</sup> day of May</i> <i>1875</i>			
1	3		<i>SW</i>	<i>SE</i>					
2	3								
3	3								
4	3								
5	4		<i>SW</i>	<i>SE</i>					
6	4								
7	4								
8	4								
9	5		<i>South East</i>						
10	6								
11	6								
12	6								
1	6								
2	7								
3	7								
4	7								
5	7								
6	8		<i>SW</i>	<i>SE</i>					
7	4								
8	2								
9	2		<i>various</i>						
10	1								
11	1								
12	1								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>18<sup>th</sup> day of May</i> <i>1875</i>			
1	1		<i>various</i>						
2	1								
3	1								
4	1								
5	1			<i>various</i>					
6	1								
7	1								
8	1								
9	1								
10	1								
11	1								
12	1								
1	1								
2	1		<i>calm</i>						
3									
4									
5									
6									
7	2		<i>SW</i>	<i>SW</i>					
8	2								
9	2								
10	2			<i>Beating</i>					
11	2								
12	2								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

New York towards *Maroon*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 19 day of May 1875
1	1		SW	East		
2	1					
3	1					First part of this
4	1					Day Light Basting
5	1					Winds & Calms
6	1		SW	" "		
7	1					
8	1					
9	2					
10	2					Middle part Light
11	2					Breeze
12	2					
1	2					
2	2					
3	2		SE	" "		
4	1					Latter part Perfect
5	1					Calms Strong
6	1					
7	1		Calms			
8				Variable		Current Setting North
9						
10						
11						
12						Perhaps otherwise to

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 20 day of May 1875
1	5		SW	NE		
2	5					First part of this
3	5					Day pleasant breeze
4	5					from NE
5	5					
6	5					
7	5					
8	5					Middle part Strong
9	5					Basting Winds &
10	2		North E of S			Squalls in light
11	2					
12	2					
1	1		Basting			Sails down. Manned
2	1					
3	1					
4	1					Latter part Light
5	2					Basting Winds at
6	2					
7	2					
8	3					S. Am. Francisco Bank
9	3		Basting			
10	3					Point S E to shore
11	3					As required all sails set
12	3					Perhaps otherwise to

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

New York

towards

Miragoane

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 21<sup>st</sup> day of May 1875

1	3										
2	3										
3	3										
4	3										
5	4		Vari								
6	4										
7	4			East							
8	4										
9	4										
10	4										
11	4										
12	4										
1	4										
2	4			East							
3	4										
4	4										
5	4										
6	2										
7	2										
8	2										
9	2										
10	2										
11	2										
12	2										

On the first part of this day light breeze working to Windward Middle part fresh Breeze backing every hour

Latter part light Wind At 8 Am Steered off for Boston At 11 am Anchored in 9 fms Water Pilot on Board E. A. Viset from C. H. ends this day Captains 34 Hours every thing all clear thus ends Sea Log

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 22 <sup>nd</sup> day of May 1875
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Light in the first part Middle & Latter part strong breeze employed

Painting S. C. Wind South Pump Attended

Sunday May 23<sup>rd</sup> Lying in the Port of Miragoane fine & Pleasant all this day Ship Silent South Pump Attended

Monday May 24<sup>th</sup> fine & pleasant all this day At 6 am hove the anchor up & hauled in 12 fms. Mopped S. C. At 2 pm commenced Discharging Cargo thus ends Pumped Ship

Tuesday 25<sup>th</sup> May 1875 fine & Pleasant Employed Discharging Cargo thus ends Pumped Ship

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *New York* towards *in the Port of Miragorou*

[illegible][illegible]



JOURNAL, from

towards

Port Moresby

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, day of 18

1 Friday June 4<sup>th</sup> 75

2 Very Warm & Calm  
3 All this Day At 6-30 Am Unmoored  
4 and Sailed off to our anchor  
5 Edge of the getting ready for  
6 Sea this ends this Day.  
7  
8  
9

10 Saturday June 5<sup>th</sup> 75

11 But for the Weather all thing  
12 was at 4 Pm got underway  
1 made all sail and proceeded  
2 to sea at 5 Pm got clear of  
3 the Harbour Light breeze from  
4 South then under the Harbour  
5 Light to commence sea Log  
6  
7  
8  
9  
10  
11  
12

Course. Distance. Diff. of Lat. Departure. Lat. by D.R. Lat. by Ob. Variation. Diff. of Lon. Lon. In. Lon. by Ob.

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, day of June 1875

1 First part of this  
2 Day Light Air & Calm  
3  
4  
5  
6 2 N E East Middle part fresh  
7 2  
8 1 Breeze & Rain from  
9 1 E S E squally shower  
10 2 N E  
11 5 N W E S E  
12 5  
1 5  
2 5  
3 4 N W  
4 2  
5 2  
6 1  
7 1  
8 Calm  
9  
10 This Day contains  
11 24 hours  
12

Course. Distance. Diff. of Lat. Departure. Lat. by D.R. Lat. by Ob. Variation. Diff. of Lon. Lon. In. Lon. by Ob.



JOURNAL, from <i>Wilmington</i> towards <i>New York</i>									
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>7<sup>th</sup> day of June 1874</i>			
1	2		<i>North N<sup>o</sup></i>			<i>First part of this day light - Breezing</i>			
2	2								
3	2								
4	2								
5	2		<i>Various</i>			<i>Winds &amp; Calms tackled as Equivocal</i>			
6	2								
7	1								
8	1								
9	2		<i>N<sup>o</sup>W South</i>			<i>Middle &amp; Latter part light airs and Calms in company with Bay Breeze</i>			
10	2								
11	3								
12	3								
1	2		<i>(Calms)</i>			<i>thus ends this day</i>			
2	2								
3									
4									
5	1		<i>Various</i>			<i>Pumps Carefully Attended to</i>			
6	1								
7	1								
8	1								
9	1								
10	1								
11	1								
12	1								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					<i>20 00</i>			<i>24 00</i>	
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>8<sup>th</sup> day of June 1874</i>			
1	3		<i>N<sup>o</sup>W</i>			<i>First light Breeze from East</i>			
2	3								
3	4								
4	5								
5	5		<i>N<sup>o</sup>E</i>			<i>Middle part Pleasant breeze</i>			
6	5								
7	6								
8	6								
9	6		<i>N<sup>o</sup>E</i>			<i>At 11.30 am Great Anxious light Bore East Dist.</i>			
10	6								
11	6								
12	6								
1	6		<i>North</i>			<i>10 miles</i>			
2	5								
3	5								
4	5								
5	5		<i>N<sup>o</sup>E</i>			<i>Latter part fresh Breezes thus ends</i>			
6	4								
7	4								
8	4								
9	5					<i>Pumps Attended</i>			
10	5								
11	5								
12	5								
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					<i>22 04</i>			<i>23 14</i>	



JOURNAL, from

Marigona

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 9 <sup>th</sup> day of June 1875
1	5		NNE			First part of this day pleasant breeze At 2-45 PM Maraguan Island East 3 miles Middle part fine Breeze
2	5			ESE		
3	5					
4	6		NNE			
5	6					
6	6					
7	6					
8	6					
9	6		NNE			
10	6					
11	6					
12	6					
1	5					Latter part light Breeze All Sail Set thus ends Pumps Attended to
2	5					
3	5					
4	5					
5	5					
6	5		North	SE		
7	5					
8	5					
9	5					
10	4					
11	4			SE		
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					24 24			73 20	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 10 <sup>th</sup> day of June 1875
1	3		NW			In the first part of this day light air & calm Middle & latter part calm ends with light breeze & NE swell Pumps Attended to
2	3			South		
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10			Calm			
11						
12						
1						Pumps Attended to
2						
3						
4	2		NW	SE		
5	2					
6	2			SE		
7	1					
8	1					
9	2			East		
10	2					
11	2					
12	2					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					25 03			73 35	



## JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of June 1875
1	2		NW	NE		Light Breeze Winds & Calms all this day Large Swell from the Eastward	
2	2						
3	2						
4	2						
5	1						
6	1						
7	1						
8	1						
9	1						
10			Calm				
11							
12							
1	1		NW	" "		Pumps Attended to	
2	1						
3	1						
4	2						
5	2						
6	2		NW	NE			
7	2						
8	2						
9	2						
10	2						
11	2						
12	2						

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					26° 00'			74° 05'	74° 14'

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of June 1875
1	2		North	NE		First part of this day light breeze Middle part light Winds & Calm Latter part light breeze & N E Swell this ends this day	
2	2						
3	2						
4	3						
5	3						
6	3						
7	3						
8	2						
9	2						
10	2		North	" "			
11	2						
12	3						
1	3					Pumps Attended to	
2	3						
3	3						
4	3						
5	3						
6	2						
7	2						
8	2						
9	3		NW	NE			
10	3						
11	3						
12	3						

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					27° 03'			74° 37'	



JOURNAL, from

Miragone

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 13 <sup>th</sup> day of June 1875
1	2		N.N.W.			
2	2			N.E.N.		First part of this
3	2					day light breeze
4	2		North			
5	2			East		
6	3					
7	3					Middle part perfect
8	2					Calms
9	2					
10	2					
11	2					
12	2					Latter part light
1	1					
2	1					Wind & Calms larger
3			Calms			
4						Swell from South
5	2		North	SW		
6	2					East this ends
7	2		" "			this day
8	1					
9	1					
10	3		" "			
11	3					Pumps Attended to
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					27.58			74.50	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 14 <sup>th</sup> day of June 1875
1	3		North			
2	3					Commences this
3	4			SW		day with light breeze
4	4					
5	5					
6	5					Middle part
7	5					Befling Winds &
8	5					Squalls of rain
9	5					
10	5					
11	5					
12	5					
1	5					Latter part light
2	5					
3	5					Befling Winds &
4	5					
5	4					Calms ends with
6	4					light breeze from
7	4					North
8	4					
9	3			N.E.N.		
10	3		N.E.	North		
11	2					
12	1		N.E.			Pumps Attended to

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					29.45			74.53	



JOURNAL, from

towards

*Wingone* *New York*  
 15 day of June 1875

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1	1		North			In the first part of this day Light Air & Calm
2	1					
3	1		NNE NW			
4	1					
5	1		Calm			
6	1					
7	1					Middle part Calm
8	1					
9	1		North			
10	1					Latter part Very light breeze & Calms Large Swell from SW
11	2			Calm		
12	2					
1	2					
2	2					
3	2					
4	2					Pumps Attended to
5	2					
6	2					
7	3		NNE	SSE		
8	3					
9	3					
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					30.23			74.34	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1	4		NNE SSE			First & Middle part of this day Light breeze
2	4					
3	4					
4	4					
5	4					
6	4					
7	4					Latter part Strong Breeze from SW All Sail Set This ends this day
8	6		North South			
9	6					
10	6					
11	6					
12	6					
1	6					
2	6					
3	6					
4	6					
5	6					
6	6					
7	8					Pumps Attended to
8	8					
9	8					
10	8					
11	8					
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					32.34			74.28	



JOURNAL, from

towards

Mingomah towards New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 17 <sup>th</sup> day of June 1875
1	6		North	SW		In the first part
2	7					of this day strong
3	7					Breezes at 7 am
4	7					Wind & weather
5	7					drifting to North East
6	7					& squally in light
7	7					
8	4		NNW	N & N		
9	3					
10	3		North			
11	2					
12	2					
1	1			E & N		
2	1		Calms			Sails & Tackles
3	1					Middle part calm &c
4	1					Winds & weather squally
5	1					Lowered down mainsail
6	1					
7	1					
8	2		North			
9	2					
10	2			South		Latter part light breeze
11	2					Calms all sail set
12	2					Pumped ship

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					34 09			74 40	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 18 <sup>th</sup> day of June 1875
1	2		North	SW		Commences this
2	2					Day with light
3	2					Breeze
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					
12	2		N & E			the same
1	2					
2	2					
3	2					
4	2					
5	3					Latter part fresh
6	3					Breeze at 8 am
7	4					Struck in some times
8	4					
9	5					
10	6					This ends
11	6					
12	6					Pumped ship

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					36 03			74 02	



JOURNAL, from

Missagone

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1	3		North			Commences this
2	3			South		Day with squalls
3	2					from NW in
4	1		NE			Light Sails & Lower
5	1			Bafling		Down Bainsail,
6	1					Middle & Latter
7	1					Part Light Bafling
8	3		NNE			Winds All Sail Set
9	3			NW		Head Swell
10	3					Prisped Ship
11	3					
12	3					
1	3					
2	3					
3	3		NE	NW		
4	4					
5	4					
6	4					
7	4					
8	4					
9	4		NE	NW		
10	4					
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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51.23

75.00

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
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20<sup>th</sup> day of June 1875

1	4		North			First part of this day
2	4			West		Pleasant breeze
3	4					Middle part fresh
4	4					Breeze at 3 Am Cape
5	4					May light bore West
6	6					Dist. 19 miles at 3.30
7	6					Light Ship West Wind
8	8					Heaving NNE
9	8					Latter Part Light
10	8					Wind & Calm at 8 Am
11	8					Checked to West
12	8					Burnped Ship
1	2		NNE	" "		
2	2					
3	6		NE	North		
4	8					
5	2					
6	2					
7	1					
8	1					
9	1		NNE	NE		
10						
11			Calm			
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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37.00

74.33



## JOURNAL, from

towards

Miragones New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	21 <sup>st</sup> day of June 1875
1	2		North	South			
2	2						Light Winds & Calms
3	2						All this Day At 11.30 AM
4	2						Barricade Bearing West
5	2						Dist. 6 Miles
6	2						
7	2						Middle part Light
8	2						Winds & Calms
9	3		N E	rain			
10	3						Latid part Light Breeze
11	4						At 9.30 AM Dr. Pilot
12	4						from Boat No 23 At
1	4						Spore fresh Breeze
2	4						Round the Dock
3	3						At 4 Anchored in
4	1		Calms				East River At 4.30 AM
5	1						the Anchor up & hove
6	1						into the Empire Store
7	1						Made fast along side
8	2		N E				of the Brig. Plaid Cutts
9	2						Cleared up Decks Pumped
10	1						Ship thus ends this day
11	3		various				Containing 34 Boxes & Bales
12	3						my voyage to N. Westport

Course.	Distance.	Diff. of Lat.	Departure.	Lat by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
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Friday New York July 3<sup>rd</sup> 1875 Spring in Port

1 Fine & pleasant this day At 9 AM  
2 Cargo all on Board Unmanned and  
3 Hauled to end of Dock At 3 PM made  
4 fast to my boat and towed to Red  
5 Dock & came to Anchor No Pilot reported  
6 when ready to leave

7 Pumped Ship  
8  
9  
10 Saturday July 3<sup>rd</sup> 1875

11 Light Breeze from  
12 South At 9 AM hove the Anchor Aweigh  
1 Set off Sail and worked down  
2 the Harbour At 3 PM Anchored in  
3 Horse shoe Wind South and Light  
4 Set up Biggering

5 Pumped Ship  
6 Sunday July 4<sup>th</sup>

7 At 9 AM got underweigh  
8 Wind South & worked out all  
9 Clear of the Bar thus ends this day  
10 & Harbour day to Commence Sea  
11 Log  
12 Pumped Ship

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



Schooner Silver Spray

JOURNAL, from

New York

towards

Miragone

5<sup>th</sup> day of July 1875

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1	5		ESE	by E		Commences this
2	5					With fresh breeze
3	5					At 3:30 tacked to
4	5					the Westward At 6 am
5	6		SW	" "		Highlands NW
6	6					Middle part wind
7	6					& Weather the same
8	6		ESE			At 8 am tacked to
9	6					SE.
10	5		SE	by W		Latter part light
11	5					Breeze At 11 am
12	5		SE	by E		Tacked to West Pumped Ship
1	5		SE	by E		
2	5					
3	5					
4	4					
5	4					
6	4					
7	4					
8	4					
9	4					
10	3					
11	3					
12	3		SW by W	South		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					39-48			73-15	

6<sup>th</sup> day of July 1875

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1	4		WSW	by W		Light Breeze in
2	4					the first part of this
3	4					Day At 8 am tacked
4	4					to SE Breeze at
5	4					Bearing N N W Dist
6	4					30 Miles
7	4					Middle & Latter
8	4		SE	" "		part very light breeze
9	3					At 10 am tacked
10	3					to Westward thus
11	3					ends
12	3					Pumped & Handed to
1	3					
2	3					
3	3					
4	3					
5	3					
6	2					
7	2					
8	2					
9	2					
10	2		WSW	" "		
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				39-15				73-41	



JOURNAL, from

towards

H.

K.

 $\frac{1}{2}$ K.

COURSES.

WINDS.

LEEWAY.

Remarks,

day of

1875

1

3

W 3/4 N

SW

2

3

3

3

4

3

5

3

6

3

7

3

8

3

9

3

SSE

" "

10

3

11

3

12

4

1

4

SSE

SW

2

2

3

2

4

1

5

1

6

2

7

2

8

3

9

3

10

3

11

3

12

3

In the first part

Light breezes at 2.30

P.m. to bed Ship to

NW

Middle part heavy

Squall from West

in light Sails &amp;

Lowered Down

Mainsail

Latter part left Head

Set Mainsail &amp; flying

Jib Hoist Sea

Punched Ship

Course.

Distance.

Diff. of Lat.

Departure.

Lat. by D. R.

Lat. by Ob.

Variation.

Diff. of Lon.

Lon. In.

Lon. by Ob.

38.35

23.00

H.

K.

 $\frac{1}{2}$ K.

COURSES.

WINDS.

LEEWAY.

Remarks,

day of

1875

1

2

SSE

SW

2

2

3

2

4

3

5

4

6

4

7

4

South

West

8

2

9

1

10

.

Calm

" "

11

.

12

.

1

.

2

.

3

3

South

" "

4

3

5

4

6

4

7

4

8

4

9

4

10

.

Calm

" "

11

.

12

.

Commences this day

With light variable

Winds &amp; Calms

Middle part Basting

Winds Rain &amp; Squalls

Latter part Wind

&amp; Weather the same

Heavy Swell all this

Way

Punched Ship

Course.

Distance.

Diff. of Lat.

Departure.

Lat. by D. R.

Lat. by Ob.

Variation.

Diff. of Lon.

Lon. In.

Lon. by Ob.

38.10

22.30



## JOURNAL, from

towards

New York towards Miragoama

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	9 <sup>th</sup> day of July	1875
1	2		South					
2	2			Byling			in the first part of	
3	2						this day light Bafing	
4	1							
5			Calms					
6							Winds & Calm large	
7	2		South	N E			Swell	
8	2							
9	3							
10	3			rain			Middle part light air	
11	2						Calms & Squalls of	
12	2						Rain	
1			Calms					
2								
3								
4								
5								
6								
7								
8			Calms					
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				37° 10'	37° 07'			73° 26'	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	10 <sup>th</sup> day of July	1875
----	----	------------------	----------	--------	---------	----------	------------------------------	------

1			Calms					
2							Commences this day	
3							With Calm & Light	
4							Breeze	
5	3		W N W	South				
6	3							
7	3							
8	3							
9	3		S E				Middle part light	
10	3						variable Winds & rain	
11	4						Squalls in light sails	
12	4			SW			At 8-30 tacked to S E	
1	4							
2	4							
3	4							
4	5							
5	5							
6	6		S E	SW				
7	8							
8	8							
9	8							
10	8							
11	8							
12	8							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				35° 44'				72° 54'	



## JOURNAL, from

towards

New York towards Mirazome

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 11 <sup>th</sup> day of July 1875
1	7		SE	SW		In the first part of this day strong gale & heavy Cross Sea & under Main sail
2	7					
3	7					
4	7					
5	7					
6	7					
7	7					
8	6					
9	6					
10	5		SE	SW		Middle part weather
11	5					
12	5					
1	5					The same
2	5					
3	5					
4	5					Latter part less wind Set Double Reefed Main sail Sch. Labouring heavy Shipping large sea keeping Decks constantly flooded all this 24. Miss Pumps attended to
5	5		SE	SW		
6	5					
7	5					
8	5					
9	5					
10	5					
11	5					
12	5					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					34° 21'			72 00	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 12 <sup>th</sup> day of July 1875
1	8		SE	SW		Strong Gale and heavy sea all this Day Schooner Labouring heavy Shipping large sea keeping Decks constantly flooded washing every thing that is moveable
2	8					
3	8					
4	8					
5	8					
6	8					
7	8					
8	8					
9	8					
10	8					
11	8					
12	8					
1	8		SE			Pumps Carefully attended to
2	8					
3	8					
4	8					
5	8					
6	8					
7	8					
8	8					
9	8					
10	8					
11	8					
12	8					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					32° 40'			71 40	



## JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	9 <sup>th</sup> day of July	1875
1	2		South	Befling				
2	2							
3	2							
4	1							
5			Calms					
6								
7	2		South N E					
8	2							
9	3							
10	3							
11	2							
12	2							
1			Calms					
2								
3								
4								
5								
6								
7								
8			Calms					
9								
10								
11								
12								

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

39° 10' 37' 07'

326

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	10 <sup>th</sup> day of July	1875
----	----	------------------	----------	--------	---------	----------	------------------------------	------

1			Calms					
2								
3								
4								
5	3		W N W South					
6	3							
7	3							
8	3							
9	3		S E					
10	3							
11	4							
12	4							
1	4							
2	4							
3	4							
4	5							
5	5							
6	6		S E S W					
7	6							
8	8							
9	8							
10	8							
11	8							
12	8							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

35-44

72-64



JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 13 <sup>th</sup> day of July 1875
1	5		S by E	SW		First & Middle Part of this day Strong Gale & heavy Cross Sea Sch. Labouring Heavy Ship large Seas Keeping Deck flooded Latter part Moderate all prudent Sail Set large swell
2	5					
3	5					
4	5					
5	5					
6	5					
7	5					
8	5					
9	5					
10	5					
11	5					
12	5					
1	5		SE	SW		Bumps Attended to
2	5		South	SW by W		
3	5					
4	5					
5	5		S by E	SW		
6	5					
7	5					
8	5					
9	5					
10	5					
11	5					
12	5					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
---------	-----------	---------------	------------	---------------	-------------	------------	---------------	----------	-------------

30.55

7.25

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 14 <sup>th</sup> day of July 1875
1	5		S by E	SW		In the first part of this fresh breeze  Middle part smart Breeze  Latter part Moderate Breeze & fine Clear Weather all Sail Set
2	5					
3	5					
4	5					
5	5					
6	5					
7	5					
8	5					
9	5					
10	5					
11	5					
12	5					
1	5		SE	SW by W		Bumps Attended to
2	5					
3	5					
4	5					
5	5					
6	5					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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29.00

69.00



JOURNAL, from

New York

towards

Pine Point

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 15 <sup>th</sup> day of July 1875
1	4		S by E	SW		Light breeze & pleasant
2	4					Weather the first of
3	4					Middle part of this
4	4					day
5	4					
6	4					
7	4					
8	4					
9	4		S by E	S by S		
10	4					
11	4					
12	4					
1	4					Light breeze
2	4					Bafling Winds at
3	4					1 P.M. Tacked Ship
4	4					On S. & W. Company
5	4					
6	4					
7	4		W by N	South		
8	4					
9	4					
10	4					
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					21.55			65.24	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 16 <sup>th</sup> day of July 1875
1	4		S by E	SW		Light Bafling Winds
2	4					All this day at 10.30
3	4					Bar tacked Ship to
4	4					Westward
5	4					
6	4					
7	4					
8	4					
9	4					
10	3					
11	3		W by N	South		ends with light breeze
12	3					at 5 P.M. Tacked
1	3					
2	2					
3	2					
4	2		S by W			
5	2					
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					21.23			69.32	



## JOURNAL, from

towards

New York towards Mysore

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	17 <sup>th</sup> day of July 1875
1	3		SW	SE			
2	3						
3	3						
4	3						
5	3						
6	3						
7	3						
8	2						
9	1						
10							
11							
12							
1							
2	2		SW	SE			
3	2						
4	3						
5	3						
6	3						
7	4						
8	4						
9	4						
10	4						
11	4						
12	4						

Light Winds & Calm  
in the first part  
of this day.

Middle & Latter  
part light Breeze  
& fine Weather

Pumped Salt

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					36° 11'			20.53	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	18 <sup>th</sup> day of July 1875
1	2		SW				
2	2						
3	2			SE			
4	2						
5	3						
6	3						
7	4						
8	5						
9	5						
10	5						
11	6						
12	6			East			
1	6						
2	6						
3	6						
4	6						
5	8			ENE			
6	4						
7	4						
8	4						
9	4			East			
10	4						
11	4						
12	4						

Commences this  
with light Breeze

Middle & Latter  
part fine pleasant  
Breezes All Sail  
Set to the best  
Advantage

Pumped Attended to

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					24° 46'			21.01	



JOURNAL, from *New York* towards *Myiagooan*

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, *19<sup>th</sup> day of July* 1875

1	8		SSW	East		In the first part of this fine pleasant Breeze
2	8					
3	6					
4	6					
5	7					
6	8	$\frac{1}{2}$	SSW			Middle & latter part Strong breeze & Clear Weather all. Sail set at 11.30 Made North Ocean bearing South Dist 6 miles Perished Ship
7	8	$\frac{1}{2}$				
8	8	$\frac{1}{2}$				
9	8	$\frac{1}{2}$				
10	8	$\frac{1}{2}$				
11	8	$\frac{1}{2}$				
12	8	$\frac{1}{2}$				
1	8	$\frac{1}{2}$				
2	8	$\frac{1}{2}$				
3	8	$\frac{1}{2}$				
4	8	$\frac{1}{2}$				
5	8	$\frac{1}{2}$				
6	8	$\frac{1}{2}$				
7	8	$\frac{1}{2}$				
8	8	$\frac{1}{2}$	SSW			
9	8	$\frac{1}{2}$				
10	8	$\frac{1}{2}$				
11	8	$\frac{1}{2}$				
12	8	$\frac{1}{2}$				

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					32° 10'			71° 57'	

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, *20<sup>th</sup> day of July* 1875

1	8		SW	East		Commenced this day with fresh breeze
2	8					
3	8					
4	8		SSW			
5	8					
6	8					at 6 Pm South Ocean bore Meat
7	8					
8	8					
9	8					Middle part Strong Breeze no light sail
10	8		South	" "		
11	8					
12	8					
1	8					Large Sea running
2	8					
3	8					
4	8					Shipping large Sea keeping
5	6					
6	6		SW	E. & E		Decks flooded
7	7					Latter part Strong Breeze at 11.30 am Cape St Vincent Mole East ends with blowing winds Perished Ship
8	8					
9	9					
10	9					
11	9					
12	9					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

towards

New York towards Miragoane

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 21 <sup>st</sup> day of July 1875
1	9					
2	1					Commences this
3	2					day with strong breeze
4	2					At 1 Pm Wind being
5	1					Out suddenly to a
6	1					Perfect Calm
7	2			SE East		Winds & latter part
8	3					light variable winds
9	4					& Calms taken ship
10	4					As occasion required
11	4					
12	4					
1	4					
2	4					
3	4					
4	4					
5	2					
6	2			SEW South		
7	2					
8	2					
9	2					
10	3					
11	3					
12	3					Passage attended to

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 22 <sup>nd</sup> day of July 1875
1	3					
2	3					Light Wind & Calm
3	3					At the first part of this
4	3					day at 7 Pm Miragoane
5	3					SEW bore to West
6	3					Morning Middle part
7	3					Calm latter part
8						Light Breeze At 5 Pm
9						Shipped course for
10						the Harbour in charge
11						of Pilot At 12 anchored
12						Close to the Wharf
1						Run lines ashore
2	2					this ends this day
3	2					36 Hours
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					
12	2					Passage ship

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from

towards

165 days

from the

Port of Macclesfield

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18																				
1																												
2						Friday July 23 <sup>rd</sup> 75																						
3						Squalls of Wind & Rain																						
4						All this day Employed Mooring Ship																						
5						and Discharging Cargo on (Landed) 3 men																						
6						from Shore Wind variable																						
7																												
8						Saturday July 24 <sup>th</sup> 75																						
9						Squalls of Rain in the																						
10						first part of this day Discharged 3 men																						
11						Cargo light variable Wind 3 men from Shore																						
12																												
1						Sunday July 25 <sup>th</sup> 75																						
2						Light Air & Calm																						
3						With Rain Squalls Ship Silent																						
4																												
5						Monday July 26 <sup>th</sup>																						
6						Calm & Rain																						
7						Squalls all this day Discharging																						
8						Cargo																						
9																												
10						Tuesday July 27 <sup>th</sup>																						
11						Very Warm all																						
12						this day Discharging Cargo																						
<table><tr><td>Course.</td><td>Distance.</td><td>Diff. of Lat.</td><td>Departure.</td><td>Lat. by D. R.</td><td>Lat. by Ob.</td><td>Variation.</td><td>Diff. of Lon.</td><td>Lon. In.</td><td>Lon. by Ob.</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>									Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.										
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.																			

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18																				
1						Wednesday July 28 <sup>th</sup>																						
2						Finished Dis																						
3						guing Cargo & commenced taking																						
4						in log wood																						
5						Thursday July 29 <sup>th</sup>																						
6						Weather Warm & Squalls at																						
7						times taking in cargo																						
8																												
9						Friday July 30 <sup>th</sup>																						
10						Squalls at intervals																						
11						All this day taking																						
12																												
1						Saturday July 31 <sup>st</sup>																						
2						Weather very																						
3						& Calm Still loading																						
4																												
5						Sunday August 1 <sup>st</sup>																						
6						Weather																						
7						Very Warm with Squalls																						
8																												
9						Monday Aug 2 <sup>nd</sup>																						
10																												
11						Cargo taking in																						
12																												
<table><tr><td>Course.</td><td>Distance.</td><td>Diff. of Lat.</td><td>Departure.</td><td>Lat. by D. R.</td><td>Lat. by Ob.</td><td>Variation.</td><td>Diff. of Lon.</td><td>Lon. In.</td><td>Lon. by Ob.</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>									Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.										
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.																			



towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	18
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1 Tuesday August 3rd 75  
2  
3 Light breeze & Squalls  
4  
5 All this Day Out 11 Am Barge  
6  
7 All in took up Fair and  
8  
9 hove out to Anchor  
10

				Pumped Ship
11				
12	We			

Wednesday Aug 4<sup>th</sup>

4  
5  
6  
7  
8

Calam and the  
first part of the  
boat & crew  
sailed from East  
Burial all sail  
one sailon passengers

9 Thursday Dec 5<sup>th</sup> - Pleasant Day  
10  
11

12	W. 1/2 N. 1/2 E. light breeze, at 3 all					
Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by C.	Long. by C.

[illegible]

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	Day of	Year
							6 <sup>th</sup>	1813

1	-	Calm	August
2	-		
3	-		In the first part of

4 -  
5 This Day Calson

[illegible]

8	3		No	Breeze & Crop Sea
9	4			
10	5	North		

11	5	Nile	rather part wind
12	5		increasing Bl

1	5
2	5
3	5

Strong at 11 am

4 5 " 13 in light sails &

6	/				Dull Ruffed Grouse
7	/				
8	/				

8	4				Tail & Marshall
9	6				
10	6				S L A

[illegible]

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

Thos. G. Knight, Stationer and Blank Book Manufacturer, Bath, Me.



From *Miragoan* towards *New York*

JOURNAL, from *Miragoan*, towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 7 <sup>th</sup> day of Aug. 1875
1	4		North			In the first part of this day blowing a heavy gale with heavy sea at 5 pm run back for the mole & smooth water carried away jib trawl
2	4			N E		
3	4					
4	4					
5	4					
6	6		S E	" "		
7	6					
8	6					
9	6					
10			lying to			
11						Middle part
12						
1	3		N E	East		Left Wind & smooth
2	3					Water lying to under
3	3					the land
4	3					
5	4					
6	4		N E	" "		Latter part fresh
7	4					Breeze. At 11.30
8	4					Orange North
9	5					Pumped Ship
10	5					
11	5					
12	5					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					20.34				23.26

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 8 <sup>th</sup> day of Aug. 1875
1	6		N E	East		In the first part of this day fresh breeze At 1.27 pm Orange Light bore East 2 miles Middle part strong gale & heavy sea Shipping large sea & labouring heavy Split main jib
2	6					
3	6		N W			
4	6					
5	6					
6	6		N E	" "		
7	6					
8	6					
9	5					
10	5					
11	5					
12	5					
1	5					Latter part moderate breeze. At 7.30 pm Miragoan Island East
2	5					All sail set
3	5					
4	5					
5	5					
6	5					
7	4		N E	" "		
8	4					
9	4					
10	4					
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					33.53			72.53	



## JOURNAL, from

Miracane

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 9 <sup>th</sup> day of Aug. 1875
1	6		North			
2	6			East		Pleasant Breeze
3	6					
4	6					& fine Weather
5	6					
6	6					The first part of
7	6					this day
8	6		N.W.	n.e.		
9	6					
10	6					
11	6					Middle light breeze
12	6					
1	5					
2	5					Latter part light
3	5					
4	5					Winds & Pleasant
5	5					
6	5		N.W.	n.e.		All Sail Set
7	5					
8	5					
9	5					
10	5					
11	5					
12	5					

Remarks Attended to

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					25.11			73.46	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 10 <sup>th</sup> day of Aug. 1875
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1	4		N.W.			
2	4			East		
3	4					In the first part of
4	4					this day light Breeze
5	4					& fine Clear Weather
6	4					
7	4					
8	4					
9	4					Middle & latter
10	4					part light Breeze
11	4					
12	4					
1	3					inclining to Calm
2	3					
3	3		North			With light showers
4	3			E.S.E.		of Rain
5	3					
6	2					
7	2					
8	2					
9	2					
10	3					
11	3					Remarks Attended to
12	2					

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					36.47			73.30	



JOURNAL, from

Miragoune

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 11 <sup>th</sup> day of Aug <sup>r</sup> 1875
1	5		N $\frac{1}{2}$ E			
2	5					
3	5					
4	5					Light Breeze etc.
5	5					this Evening four
6	5		North			Hours All Sail Set
7	5					
8	5					
9	5					
10	5		N $\frac{1}{2}$ W			
11	5					
12	5			E S E		
1	5					
2	3					
3	5					
4	5					
5	5					
6	5					
7	5					
8	5					
9	5		North			
10	5					
11	3					Pump attended to
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					28.36			13.50	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 12 <sup>th</sup> day of Aug <sup>r</sup> 1875
1	5		North			
2	5			S E		First part of this day
3	5					Light breeze
4	5					
5	5					
6	5					
7	5					Middle part Light
8	5					Refresh Winds and
9	5					Squalls
10	5					
11	4		N N E	South		
12	4					
1	4					
2	4					Latter part Light
3	4					Breeze and Squally
4	4					Appearance
5	4					
6	4					
7	4					
8	4		N N E	S S W		
9	4					
10	4					
11	4					
12	4					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					30.20			14.50	



JOURNAL, from *Muragoames* towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>13<sup>th</sup> day of Aug<sup>r</sup> 1875</i>
1	4		<i>NE</i>	<i>SE</i>		<i>Commences this day with light variable winds</i>
2	4					
3	4					
4	4					
5	3					
6	3		<i>North</i>	<i>South</i>		<i>Middle part light breeze &amp; squally in light sails</i>
7	3					
8	3					
9	3					
10	3					
1	3		<i>NE</i>	<i>SE</i>		<i>Latter part fresh breeze &amp; squalls of wind &amp; rain at hand wind suddenly shifting SE thus ends</i>
2	3					
3	3					
4	3					
5	3					
6	3		<i>NE</i>	<i>SE</i>		<i>Commences this</i>
7	3					
8	4					
9	5					
10	5					
11	5		<i>NE</i>	<i>SE</i>		
12	5					

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
					<i>32° 04'</i>			<i>73° 30'</i>	

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>14<sup>th</sup> day of Aug<sup>r</sup> 1875</i>
1	4		<i>NE</i>	<i>SE</i>		<i>First part of this day light breeze</i>
2	4					
3	4					
4	4					
5	4					
6	4		<i>NE</i>	<i>SE</i>		<i>Middle part light baffling winds &amp; squally</i>
7	4					
8	4					
9	4					
10	4					
11	4		<i>NE</i>	<i>SE</i>		<i>Operance</i>
12	4					
1	4					
2	4					
3	4					
4	4		<i>South</i>	<i>North</i>		<i>Latter part light baffling winds &amp; squalls</i>
5	3					
6	3					
7	3					
8	3					
9	3		<i>Baffling</i>			<i>thus ends</i>
10	3					
11	3					
12	3					

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
				<i>33° 50'</i>				<i>74° 13'</i>	



JOURNAL, from

towards

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 15 <sup>th</sup> day of Aug <sup>r</sup> 1834				
1	3									
2	3									
3	3									
4	3									
5	2									
6	2									
7	2									
8	2									
9	2									
10	3									
11	4									
12	4									
1	5									
2	5									
3	5									
4	5									
5	5									
6	5									
7	5									
8	5									
9	5									
10	5									
11	5									
12	5									
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						35.28			35.28	
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 16 <sup>th</sup> day of Aug <sup>r</sup> 1834				
1	5									
2	5									
3	5									
4	5									
5	5									
6	5									
7	5									
8	6									
9	6									
10	6									
11	6									
12	6									
1	6									
2	6									
3	6									
4	6									
5	6									
6	6									
7	5									
8	5									
9	5									
10	5									
11	5									
12	5									
Course.		Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
						32.48			32.48	



JOURNAL, from

Miraque

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 17 <sup>th</sup> day of Aug 1875
1	6		NE	SW		
2	6					Fresh Breeze &
3	6					Squally in the
4	6		NE			first part.
5	6					
6	6					
7	6		North			
8	6					
9	6					Middle part
10	6		NE			light Breeze and
11	6					Rain at 1 am
12	6					Five Fathom Bank
1	4					Light S.W. Westward
2	4					
3	3					
4	2					
5	3					
6	2					
7	2					
8	2					
9	2					
10						Breeze & squalls at
11						these cum light West
12						Pumped Ship

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 18 <sup>th</sup> day of Aug 1875
1	2		NE	SW		
2	2					First part of this
3	2					Light Winds & Calms
4	2					
5	1					
6	1					Middle part fresh
7			Calms			Breeze & squalls
8	2		NE			
9	2					At 10 Pm Barring at
10	3					Light West
11	3					
12	3					
1	4					
2	5					
3	5		North			
4	5					
5	5					
6	5					
7	5					
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from *Rondout* towards *Boston*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 24 day of Nov 1873
1				NNW		This day Begins with a fresh Breeze at 9 P.M. Made sail and Proceeded down the River at 4 A.M. was through Highlands. Still a fresh Breeze at 11 P.M. - Anchored in Butte Milk Channel. wind light and Pleasant Weather.
2	7					
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 25 day of Nov 1873
1				Calm		This day Begins with Pleasant Weather at 9 A.M. Pilot come on Board and made sail with a light Breeze and Proceeded for Hell Gate where of 26 Street East River wind died out Calm Pilot considered it not safe to go through Gates Come to Anchor at 1 P.M. Boarded By East River Pirates and Robbed of one Hundred Dollars value.
2						
3						
4						
5				West		
6						
7						
8						
9						
10						
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Roundabout* towards *Boston*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 26 day of Nov 1874
1						Calm This day Begins with Calm and Pleasant weather Pilot think it not safe to sail through Gates bank. Tug and towed to Rockers Island. Tug left us at 11 P.M. light Breeze. Begins to thicken up fast looks like Bad weather at 2 A.M. of Hart Island a strong Breeze South at 4 A.M. Begins to Rain went in to Humberston Bay for a Harbor at 9 Night Bowing very heavy and Raining wind still South. at 12 moderated wind continue to west at 2 O'clk got under sprit and proceeded down Sound. with a light Breeze at 5 P.M. of Stratfords Light Ship. Pleasant weather at 5 A.M. of Little Bull Light. Pleasant weather.
2						
3						
4						
5						
6						
7		4				South
8		4				
9		6				
10						
11		8				
12						
1						South
2						
3						
4						
5						
6						
7						West
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 27 day of Nov 1874
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1						This day Begins with Pleasant weather wind light at 9 P.M. Point Judith Light Bearing North fine Breeze N.E.W. at midnigh of Vineyard Haven. Cloudy weather wind cented North. Pumps. Tug every Half Hour Vessell Tight
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from *Perdant*towards *Boston*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 28 day of Nov	1875
1						This day Begins with a light Breeze N.E. Hondkriesch Sight Ship Bearing West in mile distance at 11 P.M. Wind died out tide against us had to anchor to prevent going shore on shore tides. Weather looking mild. at 15 P.M. a fresh Breeze struck from S.E. got Anchor and went of Shoals with all sail set at 12 mid night Cape Cod Sight Bore South wind S by East Blowing fresh took in all light sails at 1 o'clock took in mainsail single reefed it and set it took in fore sail reef that set it Blowing a gale of wind was obliged to heave to under single Reef fore sail. and Harming at 5 wind moderated wind calmed W.M. saw thatches Island lights Bearing N.W. by N. 1/2 Verrell Tight.	
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 29 day of Nov	1875
1						This day Begins with fine looking weather and wind W.S.W. at 8 P.M. of thatches Island it being rough tried to make Harbor in Rockport at 10 P.M. wind calmed in Squal to N.W. West was obliged to keep as could not make harbor there then tried to get in to Gloucester wind Blowing a Perfect Gale locked ship pass through between Sandover and thatches Island 11 P.M. trying to make and anchor under straits, Island light locked ship carried a way 1/2 mile. trail tore 1/2 and let go anchor think we could hold her she dragged a boat one mile and parted Chain lost 45 fathoms Chain and anchor and then was obliged to go to sea at 12 P.M. Spring Main Mast tearing up North coating letting water in. Hale rearing very heavy Pumps could attended. verrell making water.	
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *London* towards *Barton*

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 30 day of Nov 1871

1 This day Gale still continues  
2 and thick of Vapor sch below  
3 heavy ship a heavy sea stone  
4 in Cabin windows being a large  
5 quantity of water in Cabin.  
6 Still Sailing head to Eastward  
7 under two Reef for sail, a few  
8 full sea running all Hands employed  
9 at the Pumps 5 P M Still Blowing  
10 a perfect Gale. Pumps carefully  
11 attended.  
12

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 1 day of Dec 1874

1 This day Gale still continues  
2 Vapor not so thick. at  
3 11 P M wind began to  
4 moderate still a heavy  
5 sea running at 4 P. M.  
6 Crew all employed in  
7 clearing ice from sch  
8 at 5 P M. wore a round  
9 headed W. & S. set two  
10 Reef mainsail head of sail.  
11 Heard W. for Nantucket  
12 Sankety head light. Pumps  
1 carefully attended.

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

Pondant

towards

Boston

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 2 day of Dec 1873
1				N.W.		This day begins with more pleasant weather sea going down at 7 P.M. Made Sankup head bearing S.W. 2 W 4 miles distant with to wind curled more N.W. by Great Point light tried to make Edgartown for a harbor but was unable to by being short of sail at 3 A.M. took ship fetched Bass River light came to anchor at 9 in evening wind light and pleasant Pumps carefully attended
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 3 day of Dec 18
1						This day begins with light winds West and a very pleasant day crew all employed in Pondant's ice try to clear plug at 9 P.M. hove to anchor wind west and proceeded on shoals at 1 A.M. calm of Handkerchief light ship at 2 A.M. a breeze West at 5 A.M. Pollock Reef light ship Barr S.S.W. distance 4 miles good weather Pumps care fully attended.
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

Bourdaet

towards

Boston

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	H.	day of Dec	1875
1		1		North		This day begins with			
2		1				light winds Cape Cod			
3		1				light Bore at 7 P.M.			
4		1				S.W. distance 5 miles			
5		2				at 9 P.M. wind con'td.			
6		1		N.E.		North East tack ship started			
7		1				Wet N.W. for Boston light			
8		1				at 12 M weather looking			
9		1				Bad Wind light at 5 A.M.			
10		1				weather looking more mild			
11						wind still light. Pumps			
12						Carefully attended to,			
1						So Ends this day			
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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	H.	day of Dec	1875
1						This day begins with			
2						light Easterly winds			
3						at 10 P.M. winds light			
4						Bore S.W. Distance 5 miles			
5						12 wind con'td more			
6						Northerly Passed By Wharves			
7						Bell Boy at 2 A.M. with			
8						a fair Breeze at 2. Come			
9						to anchor on south Boston			
10						flats. weather looking Bad			
11						Pumps carefully attended			
12						So Ends this day			
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Pondact* towards *Boston*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 6 day of Dec 18
1						This day begins with Cloudy weather and a light Easterly wind ordered in to dis charge made sail sailed Charleston Brig and Proceed for Cambridge Port Wind still light and Easterly at 13 it blew up to Coraga Brig made fast fast for night and tied a against my wind till 12ight Pumps completely attended to ends this day.
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 7 day of Dec 18
1						This day begins with a calm and cloudy looking like a snow storm at 2 A.M. weather looking bad hauled through Brig come to anchor at 5 A.M. in chanel calm, cloudy weather Pumps attended to
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



Part

JOURNAL, from *Acordant* towards *Boston or Cambridge*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	8	day of Dec	1875
1						<i>at 6</i> This day begins with a light Breeze at East made Sail and docked her. Wellingtons wharfe Cambrig Port. 11 A.M. Weather Cloudy and looking stormy at 3 P.M. Weather looking Bad Port Warden came on Board to survey Hatchez. found Hatches all right Verrell tight Pumps after tryal so end. this day.			
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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	9	day of Dec	1875
1						<i>Calms</i> This day begins with a Calms & Cloudy looking like a storm. making preparations to discharge cargos at 12 M. had out 28 Bbls. at 15 A.M. had out 350 Bbls quit work. for this day. Weather still looking Bad and Calms with some fog. so ends this day.			
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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Port Sayney* <sup>in</sup> towards *Cambray Port*

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 10 day of Dec 1875

1 *North* This day begins with  
2 a North wind and cool  
3 Discharging cargo found  
4 Damage cargo call on  
5 Port Warden to Survey  
6 Cargo to see if properly  
7 Stowed and cause of damage  
8 at 5 P.M. Sdly Discharge  
9 280 Bltz. No Bltz more  
10 Remains on Board to  
11 be discharged so ends  
12 this day.

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Course. Distance. Diff. of Lat. Departure. Lat. by D.R. Lat. by Ob. Variation. Diff. of Lon. Lon. In. Lon. by Ob.

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 11 day of Dec 1875

1 This day begins with a  
2 West wind and pleasant weather  
3 at 7 P.M. commenced to work  
4 on cargo finished discharging  
5 at 9 1/2 P.M. it being about  
6 High tide and fear of getting  
7 from in creek. Commenced to  
8 drag vessel out immediately after  
9 discharged at 1 A.M. let go  
10 Line from Charleston Brig  
11 and let go Anchor to prevent  
12 collision but dragged Anchor  
1 main Boom passed in foreground  
2 of an unknown sk. breaking  
3 main Boom. Hove up anchor  
4 and sailed on to East Boston  
5 and came to anchor wind  
6 N.W. fine weather at  
7 5 A.M. so ends this day

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Course. Distance. Diff. of Lat. Departure. Lat. by D.R. Lat. by Ob. Variation. Diff. of Lon. Lon. In. Lon. by Ob.



## JOURNAL, from

Norfolk

Leaving

towards

Boston

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 12 day of Dec 1875

1 this day Begins with  
 2 calm and cloudy weather  
 3 looking like a storm at  
 4 10 P.M. got Anchor put  
 5 Boat Head toward in to  
 6 Constitution Dock at  
 7 1 A.M. a light Breeze  
 8 N.W. begins to look  
 9 like clearing up at 4 A.M.  
 10 fine weather. so ends this  
 11 day  
 12

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H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, 13 day of Dec 1875

1 this day begins with  
 2 a breeze to the west and  
 3 snowing and looking very  
 4 much like a snow storm  
 5 at 1 A.M. clear weather.  
 6 commenced to take in  
 7 freight about fifty Bbls. Flour  
 8 a fresh Breeze N.W. in  
 9 so ends this day.  
 10  
 11  
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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from

Leaving in Port of  
towards Boston

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 14 day of Dec 1875
1						This day begins with a Strong Breeze from N.W. and cool pleasant weather
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, day of 18
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JOURNAL, from *Homastota* towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, / 3 day of January 1876
1						<p>This day begins with fine weather with the N.W. at 11 A.M. got under way at 3 P.M. wind came to N.W. of Remagind Point with all sails caught at 7 P.M. took in both topsails and flying jib and reefed the main sail off again at 1 P.M. caught all sails</p>
2						
3				N.W.		
4						
5			W by S	N.W.		
6						
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9						
10			W by S	N.W.		
11			S. W			
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, / 4 day of January 1876
1						<p>This day begins with a fine breeze at 10 A.M. of Thatches Island with all sails caught at 1 P.M. wind came to all hands employed shooken of ice at 7 P.M. the weather thickened up and looked bad wind came to same Cape Cod light Tacked ship and stood to N.W. until 9 P.M. tacked again at 1 A.M. anchored in Provincetown with the weather looking bad with snow squalls</p>
2			S	N.W.		
3			S by E			
4						
5			S. E	S. W		
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7						
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9			S by E	W		
10						
11			N. W			
12			S. W			
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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from <i>Hamaston</i>					towards <i>New York</i>					
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>15</i> day of <i>Jan</i> 187 <i>6</i>				
1				<i>W</i>		<i>This day begins with cloudy weather all hands employed clearing of ice at 2 P.M. and parted still cloudy still lying at anchor at 5 P.M. blowing fresh looking stormy</i>				
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>16</i> day of <i>Jan</i> 187 <i>6</i>				
1						<i>This day begins with stormy weather blowing fresh wind parted at 10 A.M. clouds broke up and looked clear wind came steady blows fresh moderates wind very</i>				
2				<i>S W</i>						
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4										
5				<i>W S W</i>						
6										
7				<i>W by N</i>						
8				<i>N by W</i>						
9				<i>W</i>						
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.	



JOURNAL, from *Thomaston* towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 17 day of Jan 1876
1						This day begins with thick Cloudy weather at 10 A.M. began to rain. moderate at 4 P.M. shut in a dense fog
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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 18 day of Jan 1876
1						This day begins with moderate winds and a thick fog and rain continued thick so ends this day
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Thomaston* towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 19 day of Jan	1876
1							
2				SSE		This day begins with a thick fog and rain with the blowing fresh at 11 AM moderates and more westerly all hands employed in filling water still going at anchor	
3							
4				S			
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6				SSW			
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 20 day of January	1876
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1							
2				W by S		This day begins with fine weather with the wind blowing fresh at the westward soased the sails and dried them	
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4							
5				W.			
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Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Thomasston*

towards

*New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, & 1 day of January 1876
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3				W by S		
4				W by N		
5				NW		
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This day begins with fine weather and blowing very heavy the wind rising by squalls still awaiting for a chance

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Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 22 day of January 1876
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1						
2						
3						
4			W by S	NW		
5						
6						
7			NE by N			
8						
9			E			
10			ENE			
11			S	N		
12						
1				W by N		
2						
3						
4			SW by W			
5			W by N	NE		
6			W by S	E		
7			W by S			
8			W by N			
9						
10						
11						
12						

This day begins with fine weather with the wind NW get under way with single reef mainsail whole fore sail and two jibs at 6 AM Base race point at 10 AM wind shifted to the N at 4 PM of sunset wind shifted to the westward moderate and calm at 10 PM shot in thick of snow went on the shoals at 10 AM with the wind NE at 12 M wind shifted to eastward came at anchor in Vineyard Haven at 4 AM

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from *Hamastan*

towards

*New York*H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, *23 day of January* 1876

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1						
2						
3				<i>S.E.</i>		<i>this day begins with</i>
4						<i>the wind Easterly morning</i>
5				<i>S.W.</i>		<i>at 10 A.M. lighted up and</i>
6				<i>W</i>		<i>sailed to the westward</i>
7						<i>got under way and shifted</i>
8						<i>over to windward for safety</i>
9						<i>for the flag of caution was</i>
10						<i>cut on East Chop</i>
11						
12						

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H. K.  $\frac{1}{2}$ K. COURSES. WINDS. LEEWAY. Remarks, *24 day of January* 1876

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,
1						
2			<i>NE by E</i>	<i>N</i>		<i>This day begins</i>
3						<i>with thick cloudy</i>
4			<i>W by N</i>			<i>weather with the wind</i>
5				<i>NE by W</i>		<i>Northly at 6 A.M. hoisted</i>
6			<i>W</i>			<i>up our sails and have</i>
7						<i>short at 7 A.M. have</i>
8			<i>WSW</i>	<i>NNW</i>		<i>it from bettering and</i>
9			<i>W by N</i>	<i>NE by W</i>		<i>set all sails at 10 A.M.</i>
10						<i>took in light sails blew</i>
11			<i>WNW</i>	<i>NNW</i>		<i>fresh backing spruce attend</i>
12			<i>N</i>			<i>to ship at 4 P.M. of Point</i>
1			<i>WSW</i>			<i>Judith Baring N took in flying</i>
2						<i>grip and singled reefed the</i>
3			<i>SE by E</i>	<i>NW</i>		<i>mainsail at 5 P.M. sept</i>
4			<i>NE</i>			<i>of for Newport for a</i>
5						<i>harbor at 9 P.M. came</i>
6						<i>to anchor in the harbor</i>
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

Thomas Town

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 25 day of January 1875
1						
2			SW by S	W		This day begins with a fine breeze to the westward at 8 AM got under way and beat out of the harbor on the ebb tide and made short tacks along shore at 5 PM shut in thick of snow and fasted until 6 PM glind up and looked back Clouds looked squally at 10 AM sail little gull light but could not get through the ice for the tide stood over to gardeners Island and came to anchor at 3 AM
3			W by S			
4						
5						
6			WSW			
7				WSW		
8			NW by N			
9				W by N		
10						
11						
12						
1						
2						
3						
4						
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7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 26 day of January 1876
1						This day begins with a gale of wind to the NW with snow squalls with 45 fathoms of chase ahead all hands employed on decks through the night single reefed the mainsail and the fore sail at 10 AM the wind began to moderate at 1 PM got over anchor and sought single reef fore sail and single reef main sail and both full stowed to the Eastward to Fishers Island then tacked and fetched through the race at 11 PM wind calmed
2						
3				NW		
4						
5						
6						
7						
8						
9						
10				NW		
11						
12						
1				NW		
2						
3			N by N			
4						
5			W by N	W by N		
6						
7			W by S	SE		
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Thamastan* towards *New York*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>27</i> day of <i>January</i> 1876
1						
2			<i>W by S</i>	<i>S</i>		<i>this day begins with a snow storm at 8 A.M. turned to rain soon the middle ground light ship bore W &amp; winds fetched Vorwerk then tooked stood to the Southward at 11 A.M. tooked a fair glass fresh and stopped raining still cloudy and thick 4 P.M. Boat came on board and beat us up to City Island we anchored here at 8 P.M. so ends this day</i>
3						
4			<i>W by S</i>	<i>SEW</i>		
5			<i>W</i>			
6			<i>W by N</i>	<i>SEW</i>		
7						
8			<i>SEW</i>			
9			<i>W by N</i>	<i>SEW</i>		
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>28</i> day of <i>January</i> 1876
1						<i>This day begins with moderate Easterly weather Cloudy at 8 A.M. got under way moderate took a tug Boat through the gates and came to anchor in Battery milk Channel at 11 A.M. at 4 P.M. thick of fog got an order to fourteenth street at 4 P.M. took a tug boat and stand to vella boat an anchored not safe so thick so ends this day</i>
2				<i>NE</i>		
3						
4				<i>NE</i>		
5						
6						
7				<i>ENE</i>		
8						
9						
10						
11						
12				<i>E by N</i>		

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

towards

New York

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 29 day of January 1876
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

NE

NW

This day begins with thick foggy weather at 8 A.M. took a tug and towed to fourteenth st and dis-charge 4.88 at 3 P.M. wind scant to NW raining at 4 P.M. cleared off so ends this day

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 30 day of January 1876
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

W. 1/4 N.

N

This day begins with fine weather with the westerly at 11 A.M. at high water hauled of and made sail and wind died out and the tide turned and anchored. so ends this day

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from				towards							
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	31 day of	1876			
1							January				
2											
3				SE							
4											
5											
6											
7											
8											
9											
10											
11											
12											
1											
2											
3											
4											
5											
6											
7											
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9											
10											
11											
12											
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.		

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	1 day of	1876	
1							February		
2									
3				SE					
4									
5				SE					
6									
7									
8									
9									
10									
11									
12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



## JOURNAL, from

towards

Harlem

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	2 day of February 1876
1							
2							
3							
4				NW			
5							
6							
7							
8							
9							
10				NW			
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	3 day of February 1876
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
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7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from

New York

towards

Delaware

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 14 day of February 1876
1						
2	4		South	SW		This day begins with a thick fog and the wind is the Westward at 1 A.M. Laid up all hands employed in shoveling snow at 1 P.M. got under way and started with the wind W in our favor with 30 sail of vessels the wind being by spells light and moderate with all sails sought at 4 A.M. made five fathoms bank ship in mid. this day
3	5					
4	6			WSW		
5	6					
6						
7						
8			Sur E			
9						
10				West		
11			SE			
12			SE	NW		
1			SE	West		
2			SE			
3			Wind	NE		
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 5 day of February 1876
1						
2			WNW	NE		This day begins with fine weather with the wind blowing fresh to the Westward got in a brest of Cape Sable at 1 A.M. and beat up the bay at 5 P.M. a brest of Ship John light the wind East and made to one anchor so ends this day
3						
4				NE by E		
5						
6			E by S			
7						
8						
9						
10				E by S		
11						
12						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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## JOURNAL, from

New York

towards

Delaware

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks.	day of February 1876
1				E		this day begins with thick cloudy weather got under way and beat up the river to reach Island the tide turned at 10 A M and anchored at 1 P M got our anchor and stood to the eastward to clear a bar of ice and drop anchor at 3 P M got our anchor and casted to the eastward shifted in to clear a bar of drift ice then anchored again at 9 P M took a tea Boat and stood to the City to the dock	
2							
3				NE			
4							
5							
6				NNE			
7							
8							
9							
10							
11							
12				ENE			
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks.	day of February 1876
1						this day begins with fine weather warm with the wind to the westward hauled a coast the dock and took out our balls finished at 5 P M the weather looks thick and cloudy or under this day	
2							
3							
4				Westerly			
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from

towards

D. 1878

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of Feb.	1878
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

This day begins with fine weather with the wind westerly finished. Throwing out Ball's hoisted out net and swept out the ship at 8 A.M. commenced to load corn. at 9 P.M. got three thousand bush so ends this day

Easterly

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of Feb.	1878
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								

This day begins with dull foggy weather with the wind easterly at 10 A.M. lighted up commenced to take in cargo again at 3 P.M. pleasant weather again so ends this day

10 day of Feb.  
This day begins with fine weather with the wind westerly commenced to take in cargo again so ends this day

11 day of Feb.  
This day begins with dull weather no cargo since until 10 A.M. 11 A.M. comes three loads

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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## JOURNAL, from

towards

Delaware City

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 12 day of Feb 1876
1	1					
2	2			NW		
3	3					
4	4					
5	5			NW		
6	6					
7	7					
8	8					
9	9					
10	10					
11	11					
12	12			SW		
1	1			SSW		
2	2					
3	3					
4	4					
5	5					
6	6					
7	7					
8	8			NE		
9	9					
10	10					
11	11			NE		
12	12					

this day begins with fine clear weather with the wind to the North West veered but a few loads of corn for the day all hands employed in painting the vessel but sides & ends this day

13 day of Feb. 1876 this day begins with fine weather with the wind to the North West at 12 M began to cloud up and remains so the rest of the day so ends this day

14 day of Feb 1876 this day begins with rainy weather with the wind to the North East and continues so all day with only one load of corn for the day so ends this day

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 15 day of Feb 1876
1						
2						
3						
4				NE		
5				E		
6				SE		
7				S		
8				SW		
9				W		
10						
11						
12						
1				NW		
2						
3				WSW		
4						
5						
6						
7						
8						
9				NW		
10						
11				NW		
12						

this day begins with rainy weather with the wind to the North East at 8 A M commenced to cant round the compass at 12 M blew fresh and lighted up with the wind to the westward so ends this day

16 day of Feb 1876 this day begins with fine weather and blowing fresh to the North West get some corn this day so ends this day

17 day of Feb 1876

this day begins with fine cool weather with the wind to the North West so ends this day

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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JOURNAL, from				towards				Delaware City	
H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 18 day of Feb 1876			
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1									
2									
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4									
5									
6									
7									
8									
9									
10									
11									
12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, 20 day of Feb 1876			
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
1									
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12									
Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *Delaware City* towards *New Bedford*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>22</i> day of <i>Feb</i>	<i>1876</i>
1						<i>This day begins With a heavy breeze and storming hauled off shore at 5 A.M. singled reefed the mainsail tore flying fib and fobed it all appeared off a gale at 6 A.M. wind canted N.W. have two heading to the Eastward saw two Brigs down too at 2 P.M. wore ship and headed to the southward singled reefed the fore sail and. two reefed the main sail the pumps carefully attended the vessel tight wind canted to the southward so ends this day</i>	
2							
3			<i>E by N S S E</i>				
4							
5							
6				<i>N W</i>			
7			<i>Eastward</i>				
8							
9			<i>Southward</i>				
10							
11							
12							
1				<i>S W</i>	<i>2 2</i>	<i>Feb 18 76</i>	
2						<i>at 3 A.M. wore ship and run N. thirty miles vessel tight at 5 A.M. the wind canted to the N.W. and blew a severe gale here her two under ballance reef mainsail headed to the N.E. the gale still increasing and the vessel laboring heavily pumps carefully attended making some water</i>	
3			<i>N</i>	<i>S W</i>			
4			<i>N</i>				
5							
6				<i>N N W</i>			
7							
8			<i>N E</i>				
9							
10							
11			<i>N N E</i>	<i>N W</i>			
12							

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>24</i> day of <i>Feb</i>	<i>1876</i>
1			<i>N N E</i>	<i>N W</i>		<i>the gale still continues and very ruff and the vessel iced badly at 5 P.M. put out a drug which benifited the vessel still under ballance reef mainsail at 11 P.M. was obliged to throw over board cargo for the safety of the vessel and the rest of the cargo vessel laboring badly and making water both pumps going got a suck on her after four hours</i>	
2							
3							
4							
5							
6							
7							
8							
9							
10			<i>N N E</i>	<i>N W</i>			
11							
12							
1					<i>25</i>	<i>of February 18 76</i>	
2						<i>this day begins with the gale still blowing at 7 A.M. began to moderate the pumps carefully attended at 10 A.M. in the drug and made sail ballance reef mainsail and two reef fore sail and fib at 2 P.M. caught whale fore sail and single reef mainsail run North for south shoal light ship</i>	
3							
4							
5							
6							
7							
8							
9			<i>N</i>	<i>N W W</i>			
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



JOURNAL, from *D. Lewis City* towards *New Bedford*

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>26</i> day of <i>Feb</i>	1876
1						<i>This day begins with a fresh breeze still running N pumps carefully attended at 5 P M spoke the Maggie Hearsters. at 7 P M tacked ship wind canting weather looked stormy and the wind very light</i>	
2			<i>N</i>	<i>WNW</i>			
3							
4							
5							
6			<i>W</i>	<i>WNW</i>		<i>Feb 1876</i> <i>This day begins with cloudy weather and the wind light at 7 A M made gay head moderate at 4 P M light ship bore NE &amp; milds distance at 6 P M began to storm tacked ship and stood towards gay head very moderate so ends This day</i>	
7			<i>NW</i>	<i>NNE</i>			
8			<i>NNE</i>	<i>E</i>	<i>27</i>		
9							
10							
11						<i>28</i> <i>This day begins with stormy weather and a strong breeze to the NE tacked of light ship and beat up the bay</i>	
12							
1							
2							
3			<i>NNE</i>	<i>E</i>			
4						<i>28</i> <i>This day begins with stormy weather and a strong breeze to the NE tacked of light ship and beat up the bay</i>	
5							
6							
7							
8							
9						<i>28</i> <i>This day begins with stormy weather and a strong breeze to the NE tacked of light ship and beat up the bay</i>	
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D.R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks, <i>day of</i>	18
1						<i>at 5 P M came to anchor in New Bedford snow squalls by spells through the days</i>	
2							
3				<i>NE</i>			
4							
5					<i>29</i>		
6						<i>This day begins with stormy weather at 11 A M got our anchor and ducked the vessel and all hands employed in clearing up decks getting ready for discharging called a survey on the hatches pronounced them sea worthy so ends</i>	
7				<i>NNE</i>			
8							
9							
10				<i>N</i>			
11						<i>This day</i> <i>1</i> <i>day of March 1876</i> <i>This day begins with fine weather at 7 A M commenced to discharge at 11 A M looked cloudy discharged about 35,00 bushels. at 7 P M commenced to snow moderate winds so ends This day</i>	
12				<i>N by W</i>			
1							
2							
3							
4				<i>Calon</i>		<i>This day begins with fine weather at 7 A M commenced to discharge at 11 A M looked cloudy discharged about 35,00 bushels. at 7 P M commenced to snow moderate winds so ends This day</i>	
5							
6							
7				<i>NW</i>			
8							
9				<i>SE</i>		<i>This day</i> <i>1</i> <i>day of March 1876</i> <i>This day begins with fine weather at 7 A M commenced to discharge at 11 A M looked cloudy discharged about 35,00 bushels. at 7 P M commenced to snow moderate winds so ends This day</i>	
10							
11							
12							

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.



New Bedford

H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	1876
						<i>2</i>	<i>March</i>	

1		
2		
3	Ny W	This day begins with
4		cool cloudy weather and
5		accompanied with snow squalls
6		at 3 P.M. finished discharging
7		and cleared up decks and swept
8	NW W	the whole moderate at 7 P.M. clear
9		and starlight so ends this trip
10		and crew discharged so ends this
11		day

[illegible]

Course.	Distance.	Diff. of Lat.	Departure	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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H.	K.	$\frac{1}{2}$ K.	COURSES.	WINDS.	LEEWAY.	Remarks,	day of	1876
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Arrived at New York  
Apr 25<sup>th</sup> / 1870.  
Sailed from Thurston  
for New York April 12<sup>th</sup>  
Sailed from Burnt Island  
Apr 18 day of April 1870

[illegible]

Course.	Distance.	Diff. of Lat.	Departure.	Lat. by D. R.	Lat. by Ob.	Variation.	Diff. of Lon.	Lon. In.	Lon. by Ob.
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James

49 121 - (

93 -  
175 -

$\begin{array}{r} 121 - \\ 98 \\ \hline 1000 \\ 241 - \\ \hline 471 - 0 \end{array}$	$\begin{array}{r} 48 \\ 180 \\ \hline 95.80 \end{array}$	$\begin{array}{r} 121 - \\ 95 - \\ \hline 625 - \\ 975 - \\ \hline 4971 - \end{array}$
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